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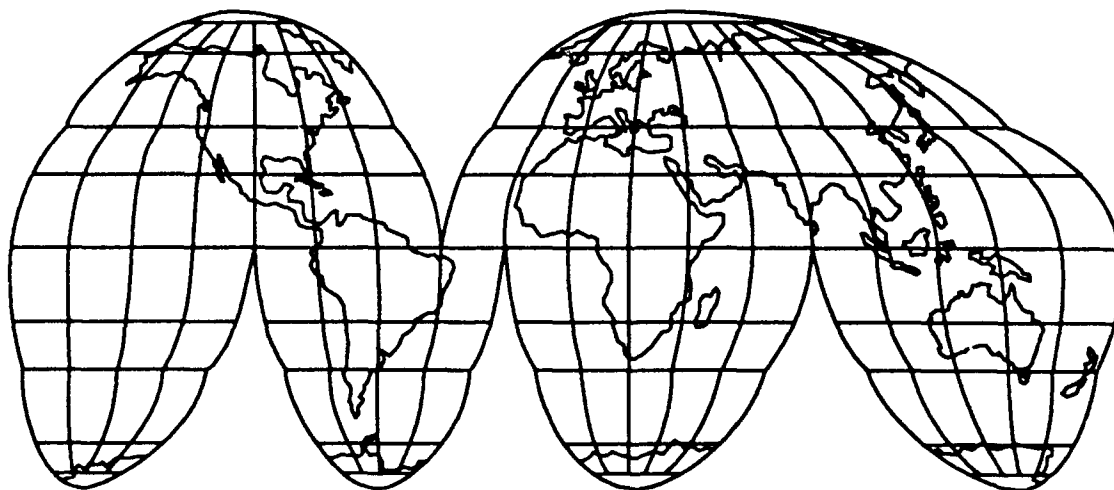


U.S. Department of Transportation
Federal Aviation Administration

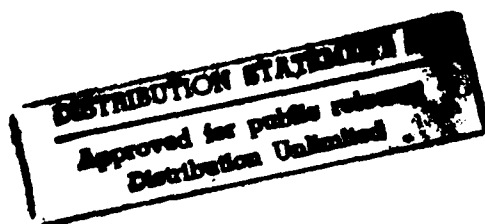
Office of Civil Aviation Security

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Criminal Acts Against Civil Aviation



1992



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Foreword

Since 1986, the Federal Aviation Administration's Office of Civil Aviation Security has been publishing an annual report entitled *Criminal Acts Against Civil Aviation*. This year's edition retains the same format as last year, with a few minor changes. One change is the inclusion of an incident chronology according to category. This is designed to make it easier to distinguish among incidents. Another change involves the geographic areas. Africa became sub-Saharan Africa, and the Middle East became the Middle East and North Africa. This is to reflect the inclusion of Algeria, Egypt, Libya, Morocco, and Tunisia into the latter. Just as in the 1991 publication, there are regional overviews, regional chronologies, and feature articles that focus on specific issues or case histories. Events in 1992 are summarized according to the geographic area in which they took place, and they are compared with similar events that occurred over a 5-year period.

The information contained in this publication is derived from a variety of foreign and domestic sources; however, in many cases specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472(i)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. There is no attempt made in this report to distinguish between an act of air piracy and an attempted act of air piracy when counting statistics.

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1992 In Review

Civil aviation overall continued to be the object of numerous criminal acts in 1992, but, in those instances where attacks resulted from factors other than personal motivation, the factors tended to be regional, rather than global, in nature. Accordingly, the geographical distribution of incidents varied widely: from a high of 34 in Europe to a low of 4 in North America.

Most criminal acts against civil aviation in **Asia** were the result of internal ethnic or religious confrontations. These included rocket attacks against airports and aircraft by Afghan guerrillas as well as violence against Air India offices in both Bangladesh and Pakistan by Muslims protesting Hindus' destruction of the mosque in Ayodhya, India. For the first year since 1986, there were no projectile attacks against Narita Airport in Japan, the site of attacks and protests since before its construction even began in 1969. Although contractors and politicians associated with the airport continue to be the targets of leftist radicals, Narita Airport has been eclipsed as an issue by the military, the monarchy, and what the leftists term Japanese economic imperialism. The most significant aviation incident in Asia, the hijacking of a Vietnam Airlines aircraft by a former South Vietnamese Air Force pilot living in the U.S., may not bode well for the future as Vietnamese expatriates attempt to frustrate moves by both U.S. companies and the U.S. government to do business with the regime in Hanoi.

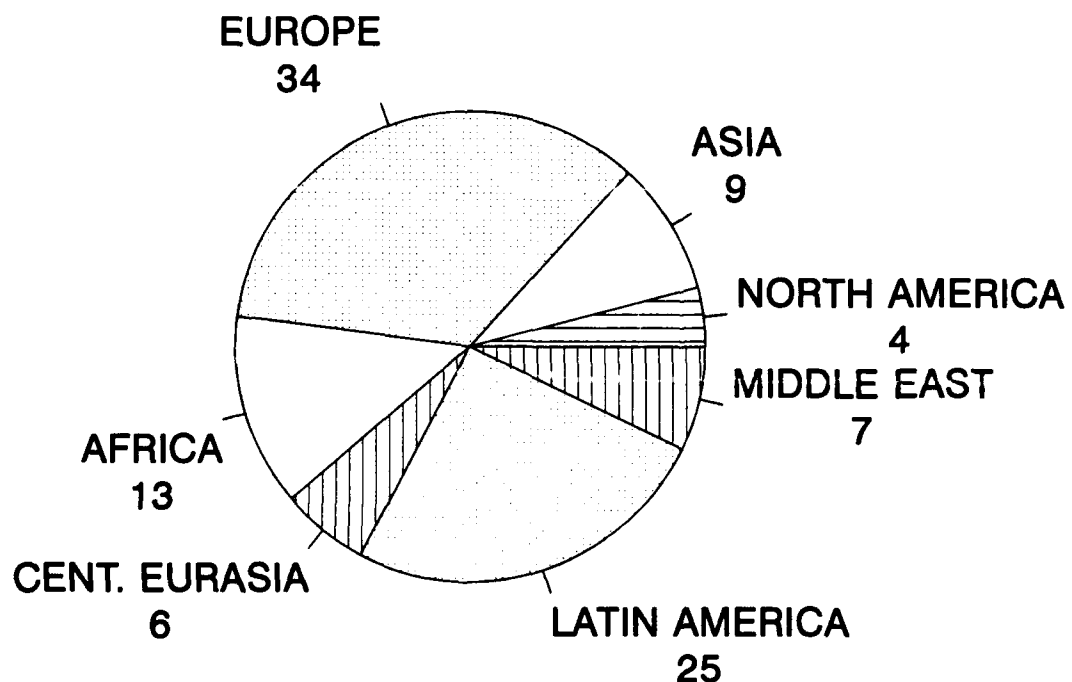
Six incidents involving civil aviation aircraft occurred in **Central Eurasia**. These included three shootings at aircraft, two hijackings, and one commandeering. Two incidents were recorded in Azerbaijan, and one each in Armenia, Russia, Tajikistan, and Ukraine. The most significant incident was the crash in Azerbaijan of an Azul Azerbaijan Airline Mi-8 helicopter, in which approximately 40 civilians were killed. The crash was reportedly caused by a "heat-seeking missile." Two Armenian Yakovlev-40 aircraft were also fired upon; however, both landed safely, and there were no fatalities. One aircraft burned completely after passengers were evacuated. No injuries to passengers or crew were reported in the hijacking and commandeering incidents, although one hijacker was killed by security forces.

The level of activity in **Europe** in 1992 declined only slightly from that in 1991 and was largely a reflection of the continuing appeal of airline ticket offices to protestors seeking a convenient symbol of a (foreign) government to attack. Of a total of 34 incidents, no fewer than 31 were actions of some sort directed at ticket offices (and over 75% of those involved Turkish Airlines). In every case, the targeted airline office was outside the airline's country of registry. Perhaps the most significant incident in Europe was one that also involved Turkish Airlines: an unsuccessful attempt in August by Kurdish separatists firing from the ground to "bring down [an] airliner and create a sensational act in Turkey." There was just one hijacking in Europe, and it involved a privately hired helicopter. The only other reported incident was a minor one involving an incendiary device at London's Heathrow Airport. Excluding the airline office attacks, then, Europe experienced a remarkably quiet year. Unfortunately, the political issues that gave rise to those airline office attacks were very much alive at the end of the year, and it is likely that this form of protest activity will continue.

A review of the incidents involving civil aviation in **Latin America and the Caribbean** underscores a continuing upward trend in the number of hijackings and commandeers of general aviation aircraft by insurgents and presumed narcotraffickers who need to transport personnel and materiel. Panama and Colombia were particularly affected by these types of non-terrorist incidents against aviation in 1992. Colombian insurgents also displayed an increased interest in and aptitude for targeting the national aviation infrastructure. The many bombings (and other sabotage acts) against air navigation aids, by and large unprotected sites, disrupted operations at several coastal airports and caused losses in the millions of dollars. Even more ominous, these successful attacks have uncovered a vulnerability in the aviation system that the insurgents, in all likelihood, will continue to exploit until effective countermeasures are put in place.

Islamic fundamentalist violence in Algeria accounted for six of the seven reported incidents in the **Middle East and North Africa**: the Islamic Salvation Front (FIS) carried out five bombings of airline offices and one at Houari Boumedienne International Airport in Algiers in a campaign to disrupt foreign investment in the country. The overall number of incidents in the region, however, decreased from the unusually high number experienced during Operation Desert Storm in 1991.

INCIDENTS AGAINST AVIATION 1992



98 INCIDENTS

Only four incidents, all in the U.S. and none significant, occurred in **North America**. These included the hijackings of two general aviation aircraft by the same person, an escaped prisoner; the damaging of general aviation aircraft; and the pipe bombing of a charter airline company office. The escaped prisoner was recaptured; no arrests were made in the other incidents. There were no fatalities or injuries in any of these incidents.

Thirteen incidents involving civil aviation took place in **sub-Saharan Africa** in 1992, and none of them involved U.S. interests. In contrast to 1991, there were no missile attacks against aircraft, but this favorable development was offset by an increase in hijackings and attacks against airports. The hijackings were carried out by refugees seeking political asylum and the airport attacks by insurgents groups involved in civil wars against government forces.

As is evident from the foregoing, a wide variety of issues gave rise to attacks on civil aviation in 1992, some of which—most notably the January shootdown of the Azul Azerbaijan Airline helicopter and the August bombing at Boumedienne Airport in Algeria—had tragic consequences. Unfortunately, there are no indications suggesting that civil aviation will be any less widely targeted in 1993.

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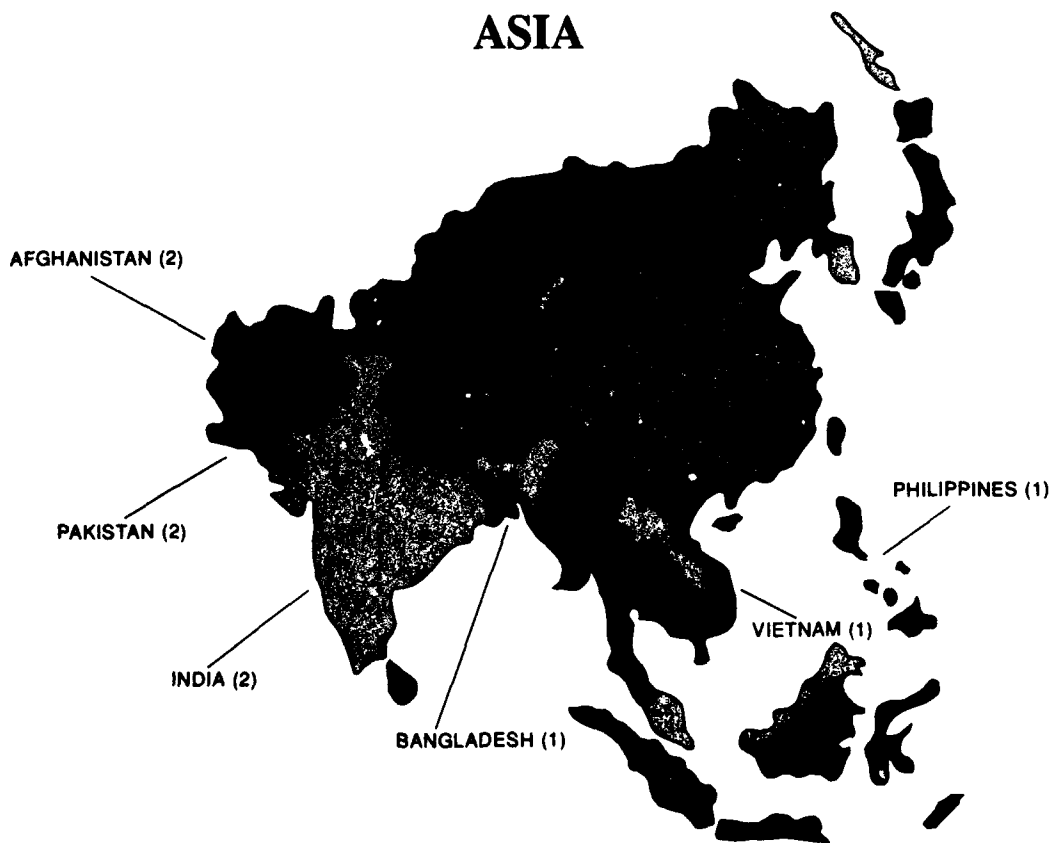
GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Total Incidents (included in statistics): 9

Incidents not included in statistics: 2

February 18, 1992—Rocket Attack at Peshawar Airport—Pakistan

Two rockets were fired from an unknown point of origin at Peshawar Airport. Neither of the projectiles, believed to be 107mm rockets of Chinese manufacture, exploded. One struck the airport tarmac area, while the second fell short of the airport near the village of Bazidkhel. There were no injuries, no damage, and no claims of credit.

March 28, 1992—Bombing—Bihar Airport—India

Domestic Indian news agencies reported that powerful explosive devices were thrown at the airport in Jamshedpur. The control tower and an aircraft were damaged, but no injuries were reported. There were no claims of credit; however, the attack occurred during an economic blockade against the nation's richest mining region by tribal separatists.

April 2, 1992—Bombing—Kuwait Airways Office—India

An explosive device detonated at the Kuwait Airways office in New Delhi causing some damage but no injuries. There were no claims of credit for the attack.

May 29, 1992—Shooting at Presidential Aircraft—Afghanistan

Afghanistan's president, Sibghatullah Mojadidi, escaped unhurt when unknown attackers fired upon the Ariana Afghan Airlines aircraft carrying him into Kabul. A rocket was apparently fired from behind or on top of a hill overlooking the runway. It exploded on the runway as the aircraft was about to land and was at an altitude of approximately several hundred feet. The government-run radio station announced that three rockets were fired, but witnesses reported seeing only one explosion. Shrapnel struck the aircraft injuring a pilot, but the plane landed safely. There were no other injuries. No claim of credit was received in this incident.

September 4, 1992—Hijacking—Vietnam Airlines—Vietnam

A Vietnamese-American hijacked Vietnam Airlines Flight 850. The aircraft, an A-310, was owned by Bulgaria's Jes Air. The incident occurred in Vietnamese airspace as the plane flew between Bangkok, Thailand, and Ho Chi Minh City, Vietnam, with 167 passengers and crew. As the aircraft approached its destination, a passenger threatened a flight attendant with a knife and piano wire (later described by witnesses as a plastic knife and a coat hanger), announced he had a bomb, and forced his way into the cockpit. He demanded that the plane be flown at low altitude over Ho Chi Minh City, in order that he could throw out antigovernment leaflets urging the Vietnamese people to rise up against the government. The hijacker then parachuted out of the aircraft through an emergency exit in the cockpit. The aircraft landed safely at Tan Son Nhut Airport; no injuries were reported. Vietnamese State Radio later announced that the hijacker was apprehended and jailed. In late December, his trial on air piracy charges began.

September 29, 1992—Possible Prevented Hijacking—Pakistan

Four Saudi nationals and a Pakistani were arrested by security officials at Islamabad International Airport attempting to take firearms and other prohibited items aboard a Saudi Arabian Airlines aircraft scheduled to fly to Dhahran and Riyadh. Two Saudis were arrested while attempting to board the aircraft. They were found to have concealed inside a tape recorder three .22 caliber pen guns, 150 rounds of .22 caliber ammunition, a silencer for an AK-47 assault rifle, and three other unidentified devices possibly containing explosives. These items were discovered during pre-board inspection procedures. Two other Saudis, who had accompanied the others to the airport, were also arrested, and an unidentified Pakistani was arrested later in the evening for complicity in this matter. Police suspect that there may have been a plan to hijack the flight.

October 25, 1992—Attempted Bombing—Davao City Airport—Philippines

An unexploded homemade improvised explosive device (IED) was reportedly discovered near the runway of the Davao City Airport on the southern island of Mindanao and rendered safe. The placement of the IED was related to the violence which took place during a city-wide strike over rising electricity prices.

December 5, 1992—Shooting at Ariana Afghan Airlines Aircraft—Afghanistan

An Ariana Afghan Airlines flight en route from Peshawar, Pakistan, was fired upon while landing at Kabul Airport. Although an antitank missile reportedly struck one of the aircraft's fuel tanks, there were no casualties as a result of the attack, which occurred during fighting between rival guerrilla factions.

December 7, 1992—Attack—Air India Office—Pakistan

Muslim demonstrators attacked an Air India office in Islamabad during violent protests against the destruction of a 16th century mosque in Ayodhya, India, by Hindu activists. Protesters stormed the office, dragged furniture into the street and set it on fire. There were no reported injuries.

December 7, 1992—Attack—Air India Office—Bangladesh

Muslim demonstrators attacked an Air India office in Dhaka while violently protesting the destruction of the 16th century mosque in India. Protesters overpowered police, broke through barbed wire cordons, and set fire to the office, located in the Motijheel district of the capital. There were no injuries reported.

December 9, 1992—Non-functioning Device at Nagoya Airport—Japan

A non-functionable improvised explosive device was discovered in a waste basket on the second floor domestic departure area at Nagoya International Airport by a janitor. The device reportedly consisted of a stick of dynamite but no power source. There were no claims of credit.

CENTRAL EURASIA



Total Incidents (included in statistics): 6

Incidents not included in statistics: 0

January 28, 1992—Shooting at Aircraft—Helicopter—Azerbaijan

All persons on board were killed when an Azul Azerbaijan Airline Mi-8 helicopter crashed. This incident occurred near Shusha in the disputed region of Nagorno-Karabakh, which is an area in Azerbaijan populated mostly by Armenians and the center of a bloody dispute. Approximately 40 civilians, including women and children, were passengers on the helicopter, according to various media reports. The Azeris claimed that Armenian militants fired a "heat-seeking missile" at the helicopter and caused the crash. The Armenians, in an apparent non-denial, stated that the helicopter presumably was carrying weapons and ammunition to Azeris attacking Armenian villages.

March 27, 1992—Shooting at Aircraft—Aeroflot—Azerbaijan

An Armenian Yakovlev-40 (YAK-40) passenger aircraft was reportedly fired upon over Azerbaijan, with either a surface-to-air missile or antiaircraft fire, shortly after it departed from Stepanakert, in Nagorno-Karabakh. The tail section of the aircraft was damaged in the attack, and the tail engine caught fire but the plane landed safely in Yerevan, Armenia. There were several minor injuries reported among the approximately 30 persons on board the aircraft. Conflicting press reports indicate that the aircraft was either evacuating wounded civilians or passengers on a regularly scheduled flight.

May 9, 1992—Shooting at Passenger Aircraft—Armenia

An Armenian YAK-40 aircraft with "mostly civilian passengers" was fired upon during a scheduled flight from Stepanakert in Nagorno-Karabakh to Yerevan, Armenia. The aircraft was attacked over Armenian territory, reportedly, by an Azeri Sukhoi-25 fighter aircraft. The YAK-40 was struck in the wing, caught fire, and was forced to land at Sisian, Armenia. All passengers were safely evacuated, but the plane completely burned. No injuries were reported.

June 7, 1992—Hijacking—Aeroflot—Russia

An Aeroflot-Russian International Airlines Tupolev-154 (TU-154) aircraft with 115 passengers was hijacked en route from Grozny to Moscow. The lone hijacker was armed with a hand grenade and demanded to be taken to Turkey. The aircraft landed at Moscow's Vnukovo Airport where the hijacker was shot and killed by Russian security forces. There were no injuries to passengers or crew.

August 13, 1992—Hijacking—Lvov Air Transport Enterprises—Ukraine

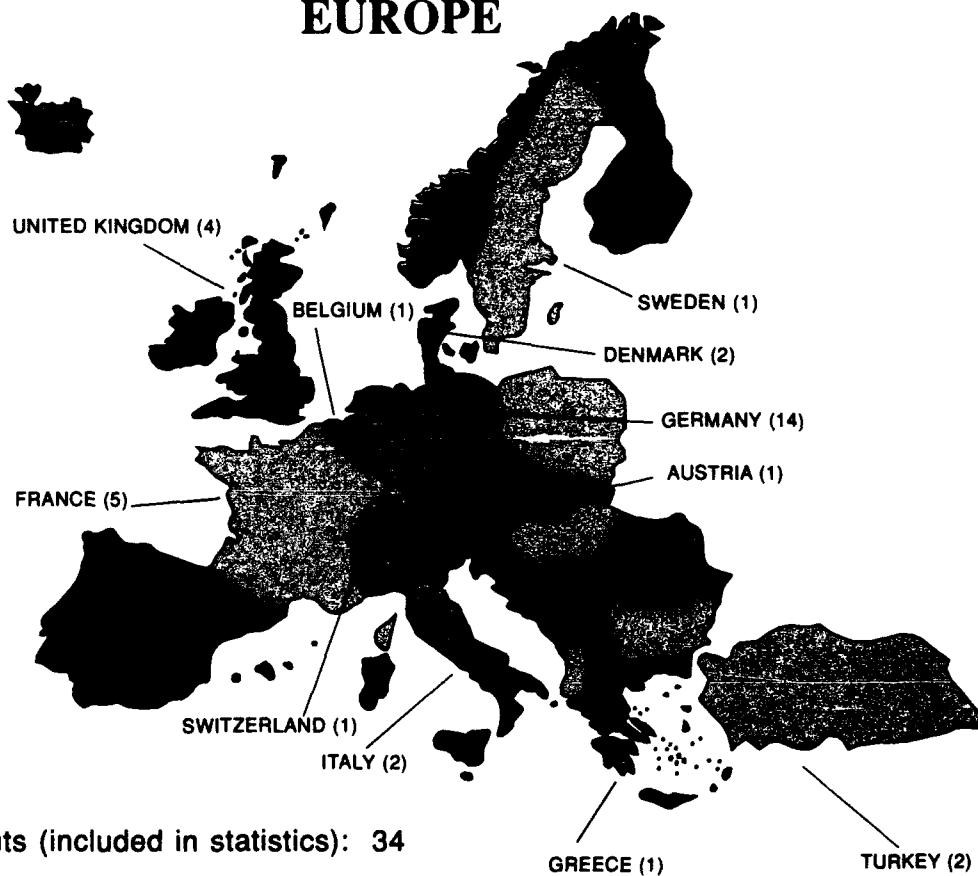
According to the International Civil Aviation Organization, a male passenger on board a Lvov Air Transport Enterprises YAK-42 aircraft demanded to be taken to Baghdad, Iraq. This occurred during a domestic flight from Simferopol to Lvov. The passenger displayed ampules of liquid which he claimed contained acid. After breaking a water bottle and threatening a flight attendant, the passenger was overpowered and immobilized by crew members and other passengers. There were no injuries to the 88 persons on board the aircraft. The ampules contained oil.

October 19, 1992—Commandeering—Tajikistan to Afghanistan

An Mi-8 helicopter belonging to the Tajik Civil Aviation Department was commandeered by four individuals at a heliport in Khorog. The helicopter was flown to Afghanistan, where carpets were reportedly traded for weapons, before returning to Tajikistan. Upon landing, the helicopter was surrounded by armed local men who prevented Russian border guards from seizing it; the four individuals demanded to speak only to Tajik authorities. The weapons were unloaded from the helicopter by the Tajiks, placed on trucks, and taken in the direction of Khorog.

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EUROPE



Total Incidents (included in statistics): 34

Incidents not included in statistics: 1

January 24, 1992—Attack—Air Algerie Office—Germany

During the night, nearly a dozen shots were fired into the Air Algerie office in Frankfurt. A small-caliber rifle was reportedly used in the attack. Damage was confined to the glass facade of the ground floor office. There were no reported injuries. An anonymous caller to the German Press Agency on January 24 claimed the early morning attack on behalf of the Islamic Golden Army in support of the Algerian Salvation Front.

March 11, 1992—Occupation—Turkish Airlines Office—Germany

Persons identified as militant Kurds occupied the Turkish Airlines office in Cologne. This incident occurred in concert with other attacks against Turkish targets in several German cities.

March 11, 1992—Occupation—Turkish Airlines Office—England

Between 70 and 100 protestors occupied the Turkish Airlines office in London for approximately two hours. Prior to peacefully leaving, the protestors had put separatist slogans and posters on office walls and windows, but otherwise caused no damage. They accused Turkey of genocide against Kurds and called on the West to cut off military and economic aid to Turkey.

March 12, 1992—Attack—Turkish Airlines Office—Germany

Stones were thrown during a protest march by Kurdish demonstrators in Hamburg, and a number of windows were broken at the Turkish Airlines office and a Turkish bank.

March 13, 1992—Bombing—Air France Ticket Counter—Heathrow Airport—England

A Turkish-speaking male was arrested at London's Heathrow Airport after throwing an incendiary device on the floor near an Air France ticket counter. A small fire which resulted was quickly extinguished. Damage was minimal and there were no injuries. At the time, Air France was acting as a check-in agent for passengers of Turkish Airlines, and there was a Turkish-language sign on the counter.

March 21 1992—Attack—Turkish Airlines Office—Austria

More than a dozen persons threw stones at the Turkish Airlines office in Vienna, destroying safety glass windows. One person was arrested.

March 22, 1992—Bombing—Turkish Airlines Office—Sweden

Swedish police detained one person following the firebombing of a Turkish Airlines office in Stockholm. In related incidents, stones were thrown at other Turkish targets, including the Embassy,

in Stockholm. The attackers reportedly were militant separatists protesting Kurdish deaths during clashes with Turkish security forces.

March 22, 1992—Arson—Turkish Airlines Office—France

A fire occurred at the Turkish Airlines office in Lyons. It reportedly was started by Kurdish sympathizers.

March 23, 1992—Attack—Turkish Airlines Office—Belgium

In Brussels, a group of individuals identified as Turkish Kurds smashed windows at the Turkish Airlines office and two other Turkish interests, including the Embassy. Two persons were detained. The group then joined with others and occupied a European Parliament building urging that a delegation be sent to Turkey to investigate the killing of Kurds by Turkish security officials.

March 23, 1992—Attack—Turkish Airlines Office—Greece

The Turkish Airlines office in Athens was attacked, reportedly by separatists. The attackers, who threw stones and shattered glass in windows and doors of the office, fled as police arrived.

March 23, 1992—Demonstration—Turkish Airlines Office—Germany

A Turkish Airlines office was one of two Turkish interests in Hamburg at which a demonstration occurred. The demonstrators reportedly were members and supporters of the Kurdish Workers' Party (PKK), and more than 100 persons were arrested.

March 23, 1992—Bombing—Turkish Airlines Offices—Germany (Two Incidents)

Two Turkish Airlines offices in Berlin were the targets of Molotov cocktail attacks during the night. When the firebombs failed to explode, the windows of both buildings were broken. The attackers reportedly were PKK supporters.

March 24, 1992—Attack—Turkish Airlines Office—Switzerland

A group of individuals attacked the Turkish Airlines office in Zurich and destroyed furniture. The attack reportedly followed a call by Turkish separatist groups in Turkey to conduct protests to mark the Kurdish New Year.

March 25, 1992—Bombing—Turkish Airlines Offices—Germany (Two Incidents)

Extensive damage was caused when two Turkish Airlines offices in Berlin's Kreuzberg District were attacked during the night. Incendiary devices thrown through the windows set the buildings on

fire. The attackers reportedly were Turkish separatists. The flames were extinguished by residents of the area, including Turks.

March 25, 1992—Bombing—Turkish Airlines Offices—Germany

A Molotov cocktail was thrown through the window of the Turkish Airlines office in Stuttgart but failed to explode. The attacker fled.

April 2, 1992—Vandalism—Turkish Airlines Office—Denmark

Three Danes were arrested while vandalizing the Turkish Airlines office in Copenhagen. Damage was reported to be extensive, but there were no injuries. Allegedly, these actions were to protest Turkish treatment of the Kurds.

April 3, 1992—Occupation—Turkish Airlines Office—Germany

The Turkish Airlines office in Frankfurt was occupied by between one and two dozen persons, reportedly students, for approximately 45 minutes. Before leaving peacefully, they unfurled banners to protest and bring attention to the German government's support of the Turkish military and security apparatus.

April 5, 1992—Bombing—Iran Air Office—England

The Iran Air reservations office in London was the target of a firebombing by dissidents protesting an Iranian air strike against an opposition base in Iraq. According to media reports, three dissidents were detained following the incident. Slight damage was caused to the Iran Air office, but there were no injuries.

April 18, 1992—Attempted Arson—Turkish Airlines Office—France

Demonstrators attempted to set fire to the Turkish Airlines office in Lyons.

July 16, 1992—Attack—El Al Office—Turkey

A group of approximately ten individuals broke windows and hung posters (no further information) at the El Al office in Istanbul. Several persons were arrested by the authorities.

July 24, 1992—Attempted Bombing—Tourist Agency—Italy

An explosive device was found and disarmed by Italian police in Naples. It had been placed outside the office of an Italian tourist agency affiliated with Iberia Airlines. The device was in a backpack and reportedly consisted of a detonator and a bottle filled with explosives. Although there were no

claims of credit, the separatist group Basque Fatherland and Liberty (ETA) is suspected of having placed the device.

July 26, 1992—Hijacking—General Aviation—France (Corsica)

In Corsica, a group of individuals hired a helicopter for an aerial photography excursion but overpowered the pilot and forced him to fly to Cavallo, a small island between Corsica and Sardinia. They were armed and carried explosives in an ice chest. On Cavallo, they bombed several luxury apartments before returning in the helicopter to Corsica and abandoning the pilot and aircraft. This attack was claimed as an "action against the Mafia" by Resistenza, the violent wing of the separatist Corsican National Liberation Front (FLNC).

July 29, 1992—Bombing—Turkish Airlines Office—Germany

During the night, a window was broken at the Turkish Airlines office in Stuttgart and a Molotov cocktail was thrown inside; however, it failed to ignite. One person was arrested.

August 1, 1992—Attempted Bombing—Air France Office—Italy

An improvised explosive device, consisting of 22 pounds of explosives, was found and disarmed outside an Air France office in Milan. The device was accompanied by a placard which read "Danger, bomb. Do not touch," and bore an ETA sign.

August 11, 1992—Robbery at Airport—Bastia Airport—France (Corsica)

Several armed individuals seized control of a helicopter belonging to the Heliscope Company and forced its pilot to land at the end of a runway at Bastia Airport, blocking an Air Inter aircraft that was about to depart. The Air Inter passengers and crew were held at gunpoint while the aircraft was searched and mail service bags taken from the cargo hold. The bags reportedly contained 10 million francs (U.S. \$2 million) and some foreign currency. The thieves then escaped in the helicopter which, together with the pilot, was abandoned approximately 30 miles from the airport.

August 22, 1992—Occupation—Turkish Airlines Office—Germany

Dozens of persons occupied the Turkish Airlines office in Frankfurt while others demonstrated outside. They were protesting against the bombing of Kurdish villages by the Turkish military forces.

August 22, 1992—Attack—Turkish Airlines Office—Denmark

Between 20 and 30 individuals entered the Turkish Airlines office in Copenhagen. They broke windows and destroyed all the furniture before leaving. One person was arrested. The group, identified

as PKK sympathizers, left leaflets at the scene stating the attack was to protest Turkey's "continuing massacre against Kurds."

August 27, 1992—Shooting at Aircraft—Turkish Airlines—Turkey

A Turkish Airlines A-310 aircraft with 128 passengers was struck by gunfire as it departed from Adana Airport en route to Jeddah, Saudi Arabia. The flight continued to its destination where nine bullet holes were discovered in the fuselage. There were no injuries on board the aircraft as a result of this incident.

On December 10, nine PKK militants who had been captured by the Turkish National Police admitted responsibility for a number of attacks in Adana, among them, the attack on the airliner. Their stated aim was to "bring down the airliner to create a sensational act in Turkey."

September 16, 1992—Attempted Bombing—Turkish Airlines Office—Germany

A Molotov cocktail was thrown at the Turkish Airlines office in Hamburg but no damage occurred. There was no claim of credit.

September 22, 1992—Attempted Bombing—Turkish Airlines Office—France

Two Molotov cocktails thrown at the Turkish Airlines office in Paris failed to ignite. An unidentified telephone caller claimed the attack "in the name of the Kurds."

October 12, 1992—Bombing—Turkish Airlines Office—Germany

The Turkish Airlines office in Hanover was the target of vandalism and a thrown Molotov cocktail. No estimate of damage was available.

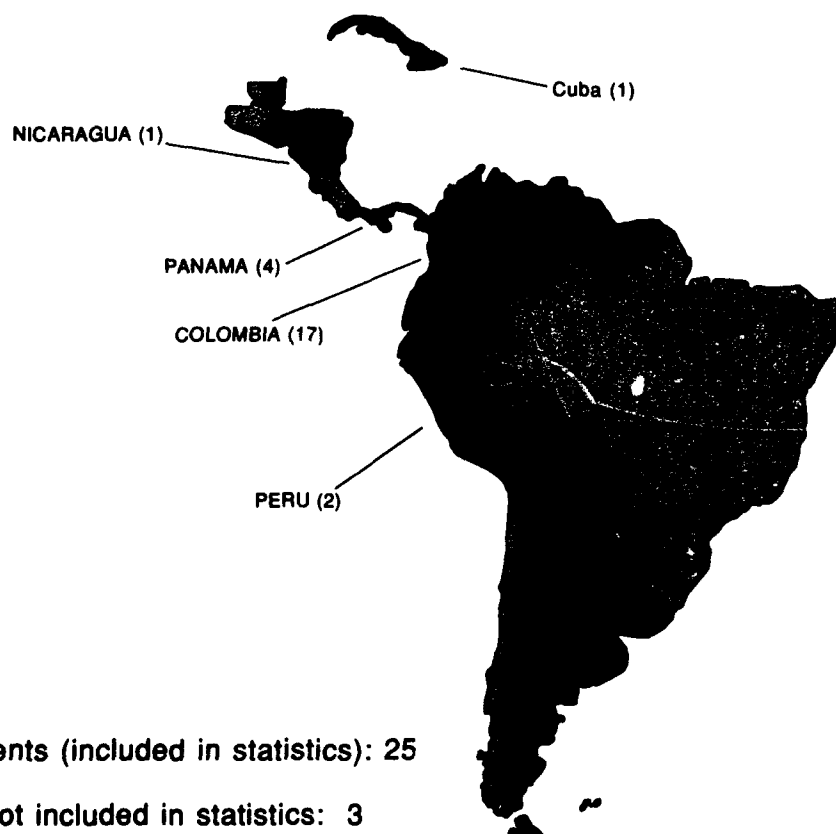
November 28, 1992—Attack—Trans World Airways Office—France

Firecrackers and smoke bombs were thrown at the Trans World Airways office in Paris by demonstrators during an economic protest march. There were no injuries. A group, French Action, said in a communique that it will "pursue its action against all American interests in France."

December 20, 1992—Bombing—Air India Office—England

Minor damage was caused to the Air India office in London when an incendiary device placed against the outside of the building ignited. Although there were no claims of credit, London Metropolitan Police attributed it to recent Hindu-Muslim unrest in India.

LATIN AMERICA AND THE CARIBBEAN



January 3, 1992—Theft of Aircraft—Helicopter—Cuba to United States

A Cuban pilot and two persons dressed as co-pilots stole an Mi-8 helicopter belonging to the Cubana de Aviacion airline. The aircraft was flown from Varadero Beach to a nearby location where 31 waiting relatives boarded, and the helicopter then flew to the United States. It landed at Tamiami Airport, a regional facility about 10 miles southwest of Miami International Airport; all on board asked for political asylum. On January 8, the Cuban government sent a flight crew to Tamiami to return the stolen aircraft to Cuba.

January 17, 1992—Commandeering—Aeronica—Nicaragua

Workers from Aeronica, a Nicaraguan airline, unhappy over the possible privatization of the company, commandeered an aircraft at the Augusto Cesar Sandino International Airport in Managua and prevented its departure to Miami. Other flights were not affected.

January 31, 1992—Hijacking—Aerotaxi Airlines—Panama to Colombia

An Aerotaxi International Cessna Grand Caravan commuter aircraft was hijacked during a domestic flight by four passengers. The aircraft was en route from Paitilla Airport in Panama City to El Porvenir with 13 passengers when it was forced to land at a remote airstrip near Turbo, Colombia, close to the Panama-Colombia border. This is an area believed to be associated with drug trafficking operations. Here the hijackers disembarked, and the aircraft returned to Panama with the other passengers, three of whom were Americans, unharmed.

February 13/14, 1992—Bombing—Jorge Chavez Airport—Peru

Shining Path (SL) rebels detonated several low intensity explosive devices at Lima's Jorge Chavez International Airport. Two explosions occurred near the main terminal: one at approximately 10:30 p.m. on February 13 and the other approximately ten hours later. The bombings caused no injuries and only minor damage. A device also detonated on February 13 at the military "Grupo 8" air terminal, located at the southern end of the airport, but likewise caused no injuries. These bombings were part of a weekend of violence perpetrated by the SL in which 18 persons were reportedly killed and 60 injured.

March 1, 1992—Destruction of Navigation Equipment—Colombia

An explosion at approximately 11:30 p.m. completely destroyed the radar guidance systems (VHF omnidirectional range/distance measuring equipment (VOR/DME)) at Barranquilla's Ernesto Cortissoz International Airport. The systems provide communications and night signals to this airport, as well as to many others along Colombia's Atlantic coast. The site of the attack is an isolated area approximately 20 miles from the city and six miles from the airport. It is believed that about 6.5 pounds of dynamite was used in the bombing. The Simon Bolivar National Guerrilla Coordinating Board (CNGSB), a Colombian umbrella guerrilla organization, claimed credit for this incident.

March 12, 1992—Hijacking—Aerotaxi Airlines—Panama

An Aerotaxi International Britten-Norman 2A-6 twin-turboprop aircraft was hijacked by three passengers while on a regular flight from El Porvenir to Panama City. According to the pilot, he was forced to fly to an unknown destination in the ocean and "land on a boat" (not further explained), where he left the hijackers. The aircraft was allowed to refuel and take off, and the pilot returned to Paitilla Airport in Panama City.

April 25, 1992—Commandeering—Aerotaxi Airlines—Panama to Colombia

An Aerotaxi International Cessna Grand Caravan commuter aircraft was commandeered at Carti, San Blas Islands, by two individuals armed with Uzi submachine guns. All passengers, including several Americans, were forced to deplane and the pilot instructed to take off. Allegedly, the pilot was forced to fly for two hours, refuel, and fly for five more hours to an unknown point in Colombia. The aircraft has not been recovered, but the pilot returned to Panama two days later and claimed to have been given a ticket to fly back to a Colombian border town.

May 16, 1992—Hijacking—Aerotaca—Colombia

Four suspected National Liberation Army (ELN) guerrillas hijacked an Aerotaca Twin Otter aircraft during a flight from Bogota to Bucaramanga via Yopal, where the hijackers boarded the aircraft. The plane landed, and six civilian passengers were released; however, three military passengers, identified as members of a Colombian intelligence unit, were tortured and killed. The abandoned aircraft was later recovered on a rural landing strip, intact except for its missing communications equipment. The fate of the three crew members could not be determined.

May 19, 1992—Airport Attack—Luis Silva Airport—Colombia

Suspected members of the Revolutionary Armed Forces of Colombia (FARC) insurgent group set fire to a Cessna aircraft at the Luis Enrique Silva Airport in Neiva. The aircraft was owned by Aerotaxi Company.

May 29, 1992—General Aviation—Hijacking—Colombia

Suspected Colombian guerrillas hijacked an Aeroexpreso helicopter on a flight between Bogota and Yopal, in the northeast department of Casanare. No other information has become available.

June 4, 1992—Destruction of Navigation Equipment—Colombia

In an assault attributed to FARC, the non-directional beacon at Alejandria was disabled by damaging the electronic gear with acid and dynamiting the antenna.

June 5, 1992—Destruction of Navigation Equipment—Colombia

Suspected ELN guerrillas destroyed communications antennas and the VOR/DME systems serving Medellin's Jose Maria Cordoba International Airport. The attack left the airport without air navigation aids, radios, and telephones. The site of the attack is approximately 10 miles from the airport.

June 23, 1992—Attempted Bombing—Tame Airport—Colombia

Local authorities dismantled an explosive device on the runway of Tame Airport. Allegedly, the device had been placed by ELN guerrillas.

July 7, 1992—General Aviation—Arson—Colombia

Colombian rebels belonging to FARC set two crop dusting planes on fire in a rural area northeast of the country, close to the Venezuelan border.

July 24, 1992—Bombing—Jorge Chavez Airport—Peru

A small explosive device detonated at Jorge Chavez International Airport in Lima, reportedly in the area where Alitalia and American Airlines have airport operations. At least four airport workers were injured and some material damage was sustained in the Alitalia cargo storage area. The device used approximately 7 to 10 ounces of dynamite. It is not known who was responsible for this act.

July 25, 1992—Bombing Near Cucuta Airport—Colombia

In an incident attributed to ELN guerrillas, a petroleum tank, belonging to a state-owned oil company and located adjacent to Cucuta's Camilo Daza Airport, was destroyed. The explosion and resultant massive fire caused minor structural damage to the airport terminal. Air operations were affected by the inability to refuel aircraft at the airport.

August 10, 1992—General Aviation—Hijacking—Colombia

ELN rebels hijacked a Bell helicopter owned by Helitaxi and chartered by British Petroleum (BP) at a BP work site in the Casanare department. The pilot was abducted and the rebels allegedly demanded a ransom for the return of the helicopter and the pilot. No further information was available.

September 18, 1992—Bombing—Tocumen Airport—Panama

An explosive device detonated in a men's restroom at the Tocumen International Airport, located about 20 miles east of Panama City, injuring two people. This explosion was one of three that occurred in different locations in Panama City during a 15-minute period. Telephone calls claiming

credit on behalf of the Sovereign Panama Patriotic Front and the White Hand Movement were received by Panamanian media sources.

October 20, 1992—General Aviation—Helicopter Destroyed—Colombia

A helicopter was "forced down" by Colombian guerrillas in Santander Department. Two passengers, engineers from Ecopetrol, the state oil company, were on board the aircraft. The rebels destroyed the helicopter, but the pilot and passengers escaped. It is not known how the aircraft was forced down.

November 19, 1992—Protest and Airport Takeover—Nicaragua

A group of Yatama Indians took over the airport in Puerto Cabezas and held a Cessna plane with 40 persons for nearly two hours to force the Nicaraguan government to comply with agreements reached with them in October. After holding talks with authorities, the group released the plane and passengers. No casualties were reported.

November 25, 1992—Robbery at Puerto Ordaz Airport—Venezuela

Approximately U.S. \$1 million was stolen, and two pilots and two security guards were killed, during a robbery at the Puerto Ordaz International Airport. A Cessna aircraft, belonging to the Venezuelan company Transvalcar, which is the local representative of United Parcel Service and Wells Fargo, was preparing to depart for a flight to Maiquetia when the robbery occurred. The persons responsible are unknown.

December 4, 1992—Destruction of Navigation Equipment—Colombia (Six Incidents)

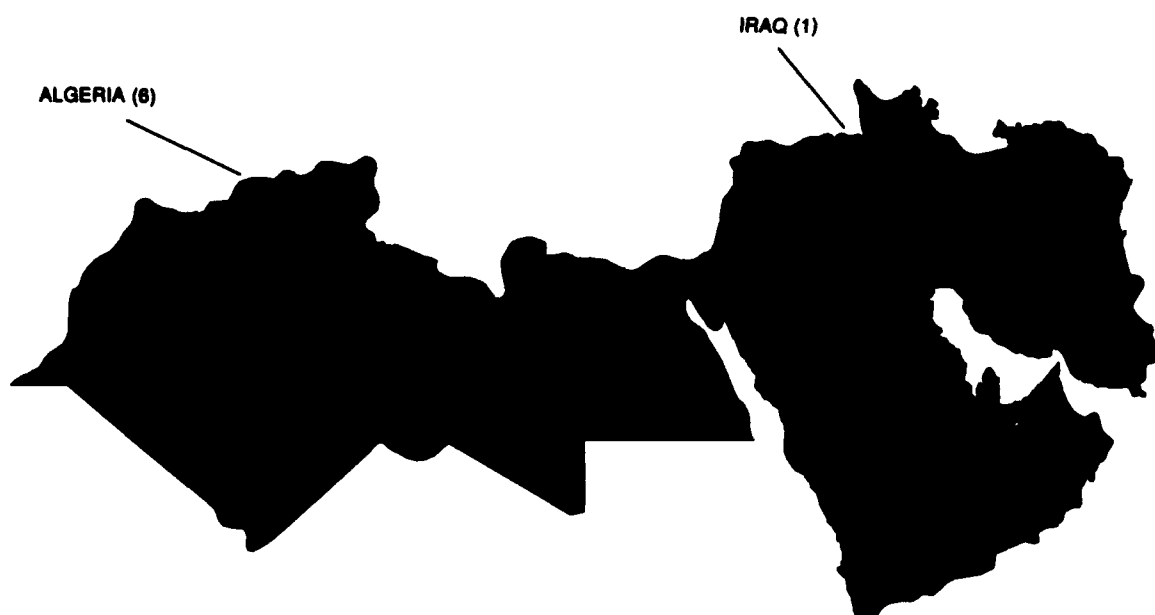
Colombian guerrillas allegedly belonging to the ELN and the FARC bombed several navigational aid systems and communications equipment serving airports in different parts of the country. The VOR system for Medellin's Jose Maria Cordoba International Airport, which had been replaced following the June 5 incident, was again destroyed; one guard was killed and two were wounded during this attack. The VOR and DME systems for Cucuta's Camilo Daza Airport were attacked, and the systems for Pereira's Matecana Airport were destroyed. The VOR for the Buenaventura Airport was put out of operation, and the radio beacon for Saravena's Colonizadores Airport was destroyed. Air operations were temporarily suspended in Medellin, Pereira, Buenaventura, and Cucuta; initial damage estimates ranged upwards of U.S. \$4 million.

In a related incident, a ten pound explosive device was deactivated at the VOR station serving Cali's Alfonso Bonilla Aragon Airport.

December 29, 1992—Hijacking/Diversion of Aircraft—Cuba to United States

A Cuban pilot diverted an AeroCaribbean commercial aircraft from its scheduled domestic route (Havana to Varadero Beach) and arrived at Miami International Airport. Forty-eight of the 53 persons on board requested political asylum; the co-pilot and his family, a flight attendant, and a security guard returned to Cuba.

MIDDLE EAST AND NORTH AFRICA



Total incidents (included in statistics): 7

Incidents not included in statistics: 1

March 30, 1992—Interference With Tunis Air Flight Crew—Tunisia

A commotion in the cockpit area of Tunis Air Flight 606 spurred international news sources to report that the B-727 aircraft had been hijacked by a lone gunman. Reports of the hijacking were immediately refuted by a Tunis Air spokesman who explained that the commotion was caused by an intoxicated Spanish national. The flight left Tunis' Carthage Airport en route to Madrid, Spain. During the flight, an intoxicated passenger attempted to enter the cockpit to question the crew about arrival time in Madrid. The passenger's aggressive actions caused the cabin crew to forcibly intervene, and he was detained on the aircraft until arrival in Madrid. The passenger was handed over to the Spanish police.

July 4, 1992—Attempted Bombing—Air Algerie Office—Algeria

A small explosive device was discovered by police at the Oran office of Air Algerie. No claim of responsibility was received.

August 26, 1992—Bombing—Houari Boumedienne Airport—Algeria

An explosive device detonated in the international terminal at Houari Boumedienne International Airport in Algiers near the Air Algerie and Air France ticket counters. Twelve persons reportedly were killed and 126 others were injured by the bombing, and there was considerable structural damage. A warning telephone call was reportedly made five minutes before the explosion.

The device was one of three placed in Algiers against aviation targets on this date. There was no claim of credit received for any of the attacks; however, at least eight Islamic Salvation Front (FIS) "militants" were arrested by Algerian authorities for planning and participating in the airport attack. They were also accused of the two other incidents. Among those apprehended was an Air Algerie pilot.

The reported motive behind the bombing was to disrupt foreign investment and involvement in Algeria. The original plan called for placing a device on an airplane, but this was changed.

August 26, 1992—Bombing—Air France Office—Algeria

Shortly after the bombing at the Houari Boumedienne International Airport, an explosive device detonated at the Air France office in central Algiers. An anonymous warning received just minutes before the explosion allowed for the evacuation of approximately 50 employees and patrons; there was structural damage to the office but no injuries.

August 26, 1992—Attempted Bombing—Swissair Office—Algeria

A third explosive device placed in Algiers was discovered at the Swissair office by staff members. Police were notified, and the building was evacuated. The device was safely detonated about 10 minutes later.

**September 23, 1992—Attempted Bombings—Air Algerie, Swissair—Algeria
(Two Incidents)**

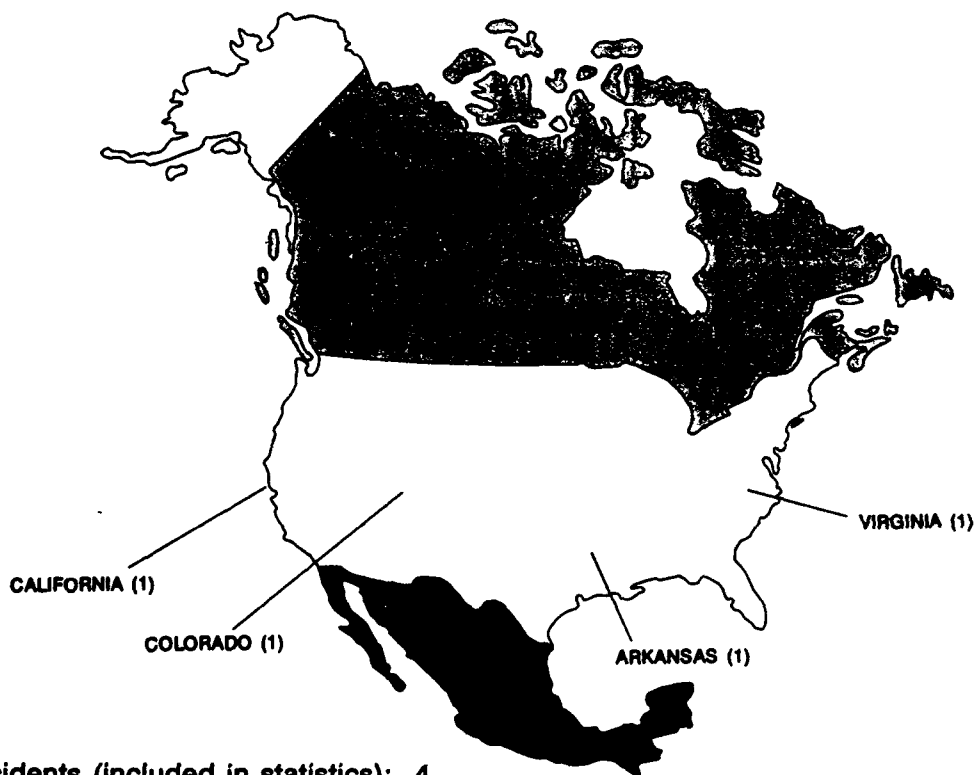
An explosive device, apparently intended to be placed at the Air Algerie office in downtown Algiers, prematurely detonated in the hands of the person carrying it near the office. In a second incident, an explosive device was discovered outside the same Swissair office that had been targeted on August 23. This device reportedly was detonated by security forces causing some damage to the office; there was minimal property damage in the area of the first explosion. There was no claim of responsibility in either incident, but members of the FIS are suspected.

October 28, 1992—Arson—Yugoslav Airlines Office—Iraq

The Yugoslav Airlines office in Baghdad was set afire by a group called the "Free Iraqi Heroes" in response to Serb and Croat massacres of Muslims in Bosnia-Herzegovina. The fire caused significant damage to equipment in the office, but there were no injuries.

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NORTH AMERICA

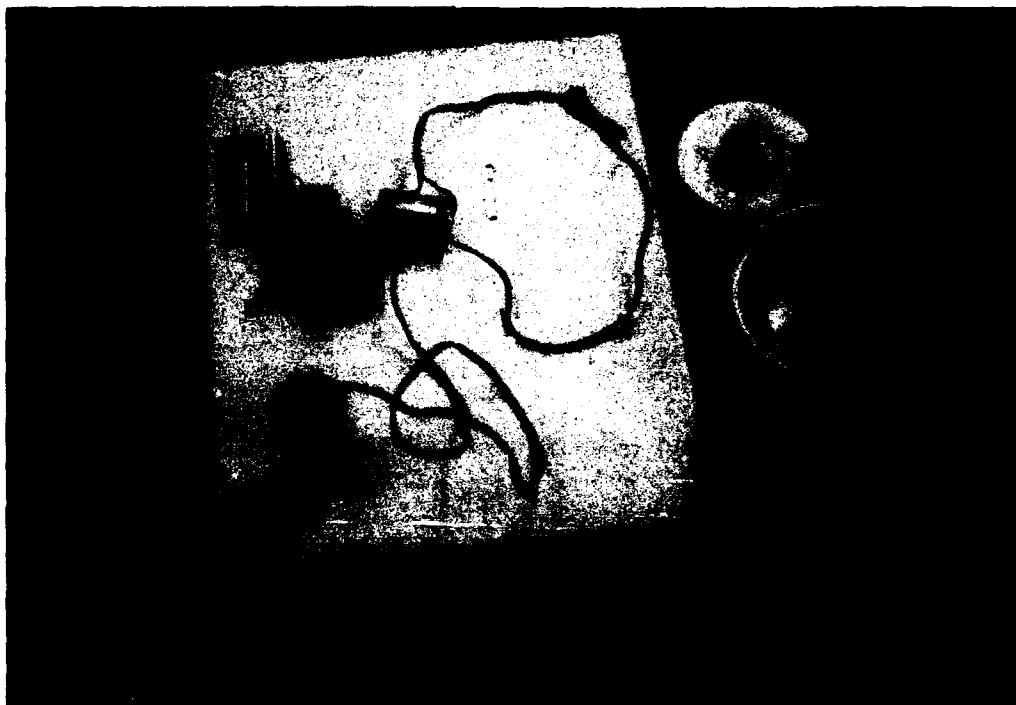


Total Incidents (included in statistics): 4

Incidents not included in statistics: 4

February 4, 1992—Possible Triggering Device Found at Airport Salt Lake City International Airport—USA

A cylindrical cardboard container with wires, batteries, and circuitry appeared on an X-ray screen at an airport security checkpoint and was seized by security personnel. At the time, approximately 15 persons were processing through the checkpoint for Continental Airlines and America West Airlines flights. Examination of the object determined that it was a possible triggering device in which a cork, when saturated with a flammable liquid, would instantaneously ignite when a circuit was completed.



No explosive material was found. The owner of the container could not be identified, and neither the motivation nor purpose of this incident is known.

April 9, 1992—General Aviation—Hijacking—USA

A single-engine Cessna 172 aircraft was hijacked by a lone passenger during a charter flight from Pine Bluff, Arkansas, to Little Rock, Arkansas. The hijacker placed a handgun to the pilot's head, tied his hands, placed a sack over his head, and proceeded to fly the aircraft to a deserted airstrip at Carlisle, Arkansas. The pilot was released unharmed, and the hijacker flew off. The next day, the hijacker landed the aircraft at the Sulphur Springs, Texas, airport, and departed by bus for Dallas. The aircraft was recovered by the authorities two days later.

On June 7, 1992, this same individual hijacked another aircraft in Colorado.

May 27, 1992—Assault at Airport—Canada

The leader of Sudan's National Islamic Front (NIF), Hasan al-Tourabi, was assaulted by an exiled Sudanese national at Ottawa Airport. The attack occurred as al-Tourabi and two aides were to board a flight to Toronto. Al-Tourabi received cuts and bruises and his assailant was arrested. This incident is considered to have been politically motivated. Although al-Tourabi holds no official government position, his NIF supports the Sudanese military junta.

June 7, 1992—General Aviation—Hijacking—USA

A single-engine Piper Warrior aircraft was hijacked on the runway at the Tri-County Airport in Erie, Colorado, prior to takeoff. The hijacker produced a handgun, ordered the pilot from the plane, and flew off. Later in the evening, the aircraft landed at the Woodward, Oklahoma, airport and was refueled. The aircraft was eventually abandoned on June 9 at Marshall, Texas.

On June 19, the hijacker was arrested by the FBI in Odessa, Texas. He stood trial in Boulder and, on September 17, was found guilty on five counts, including air piracy, interference with flight crew, and interstate transportation of stolen property. On October 23, he was sentenced to 25 years imprisonment.

June 9, 1992—Bombing—Charter Airline Company Office—USA

A pipe bomb detonated outside a residence used as the base of operations for a charter airline company, Baja Airadventures, in Oceanside, California. Damage to the structure was extensive, but there were no injuries. This incident followed the receipt of several threatening telephone calls relating to a decision by the charter airline to begin operations to an island off the Mexican coast. No arrests have been made.

July 18, 1992—General Aviation—Destruction of Aircraft Manassas (Virginia) Regional Airport—USA

Four aircraft sustained more than \$300,000 damage during the early morning hours when someone started a commuter aircraft which then struck three other planes. A 15-passenger Beechcraft 99 operated by Colgan Air, as well as a Piper Lancer II, a Cessna 150, and a Cessna 152 were damaged in the incident. No arrests have been made.

July 31, 1992—Shooting at Standiford Field, Louisville, Kentucky—USA

An individual fired several shots from a .32 caliber pistol into the ceiling in the baggage claim area of the airport damaging several light fixtures. Approximately 30 persons were in the vicinity at the time of the shooting, but no injuries were reported. The individual was arrested by police after pointing the weapon at an officer responding to the shooting.

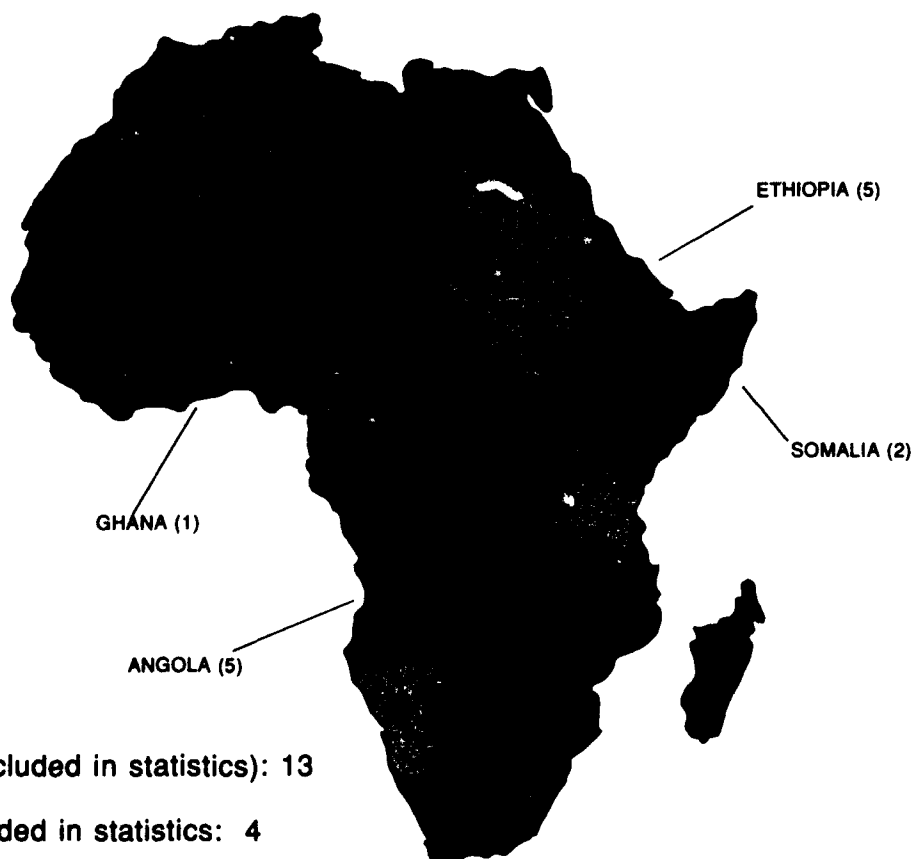
No disposition had been made in this case by the end of 1992.

November 11, 1992—Hoax Device on United Airlines Aircraft—USA

As United Airlines (UAL) Flight 46 was en route to J.F.K. International Airport, New York, from Los Angeles International Airport, with 56 passengers and crew, a message demanding money was received at the UAL corporate office. The message further advised that an explosive device was on board the aircraft. During the flight, a suspicious package was discovered on board the B-767 aircraft; however, upon arrival in New York, the device was determined to be a "very well constructed" hoax.

On November 12, the FBI arrested a former employee of Northwest Airlines in connection with this incident. On the following day, an accomplice, a Northwest employee, was also arrested. Trial is not scheduled to begin in this matter until 1993.

SUB-SAHARAN AFRICA



Total Incidents (included in statistics): 13

Incidents not included in statistics: 4

February 5, 1992—Hijacking—Ethiopian Airlines—Ethiopia to Djibouti

An Ethiopian Airlines Twin Otter DHC-6 aircraft, with 15 passengers and three crew members, was hijacked to Djibouti while on a domestic flight between Addis Ababa and Bahir Dar. Two hijackers demanded to be taken to Kenya, but the pilot, citing insufficient fuel, landed in Djibouti. The hijackers surrendered. There were no injuries.

April 1, 1992—Hijacking—Ethiopian Airlines—Ethiopia to Yemen

An Ethiopian Airlines Boeing-727 (B-727) aircraft, on a domestic flight from Dire Dawa to Addis Ababa with 135 passengers, was hijacked to Aden, Yemen. The hijacker, who reportedly seized the aircraft to escape the unsettled conditions in Ethiopia, surrendered to authorities in Yemen. No injuries were reported.

April 12, 1992—Hijacking—Ethiopian Airlines—Ethiopia to Kenya

Two Ethiopian couples armed with hand grenades hijacked Ethiopian Airlines Flight 574, a B-727 aircraft flying a domestic route out of Addis Ababa with 105 passengers. The hijackers demanded to be taken to Nairobi, Kenya, where they requested U.S. \$5 million and fuel to fly to Toronto, Canada. After four hours of negotiation with authorities at the Jomo Kenyatta International Airport, however, they surrendered. Reportedly, the two male hijackers were security guards for former Ethiopian president Mengistu Haile Mariam and had escaped from prison. No injuries were reported.

April 13, 1992—Charter Aircraft—Commandeering—Somalia to Djibouti

Five Somalis commandeered a Cessna 402 aircraft with one passenger and one crew member at the airport in Erigavo, Somalia. One of the Somalis was armed with a hand grenade. The aircraft was chartered by the U.K.-based Save the Children's Fund. The pilot, after being forced to takeoff, was ordered to fly the plane to Yemen; however, he convinced the Somalis that there was only enough fuel to fly to Djibouti. Upon landing in Djibouti, the Somalis released their hostages unharmed and surrendered after negotiating with authorities for seven hours.

May 13, 1992—Plot to Attack Airport—Ethiopia

Ethiopian authorities thwarted an alleged plan to attack Bole Airport in Addis Ababa when an individual was arrested in Dire Dawa with explosives. He claimed that he had been hired by the oppositionist Oromo Liberation Front and that he was to attack aircraft at the airport or, failing that, the fuel depot.

May 13, 1992—General Aviation—Commandeering—Somalia to Kenya

A Beechcraft King Air aircraft belonging to the International Committee of the Red Cross (ICRC) was commandeered by six armed Somalis in Kismaayo, Somalia. The aircraft, carrying four ICRC passengers and a pilot, was flown to Jomo Kenyatta International Airport in Nairobi, Kenya, where the hijackers surrendered to authorities. Reportedly, they were seeking political asylum. No injuries were reported.

August 28, 1992—Hijacking—Ethiopian Airlines—Ethiopia to Italy

On Friday, August 28, Ethiopian Airlines Flight 551, a B-727 aircraft, was hijacked during a domestic flight from Addis Ababa to Bahir Dar. Seventy-seven passengers and nine crew members were on board the plane. The five hijackers were armed with handguns and grenades and demanded to be flown to San'a, Yemen; however, they were denied permission to land. At the crew's request, the aircraft diverted to Djibouti where the passengers were released. The aircraft then departed for Aden, Yemen, where it remained for 13 hours. Continuing on to Cairo, Egypt, the aircraft was refueled and then landed at Ciampino Airport in Rome, Italy, after having been denied landing authority in Athens, Greece. On Sunday, August 30, the hijackers, who claimed to be political dissidents, surrendered to authorities in Rome and requested asylum. No injuries were reported.

On September 29, 1992, the five men were sentenced to four years and eight months in prison.

September 2, 1992—Commandeering—U.N. Aircraft—Angola

Sixty disabled Angolan war veterans commandeered a United Nations (U.N.) World Food Programs relief aircraft in Luena. The aircraft, an Antonov-12, had arrived in Luena with 12 Russian crew members after delivering relief aid to the coastal town of Lobito. The veterans demanded to be flown to Luanda, Angola's capital, to protest their having been left without supplies or resettlement assistance following demobilization. They released the aircraft and their hostages upon being promised a government plane to take them to Luanda. No injuries were reported.

September 4, 1992—Hijacking—Ethiopian Airlines—Ethiopia to Djibouti

Ethiopian Airlines Flight 555 was hijacked en route from Dire Dawa to Addis Ababa. Two men and a woman armed with hand grenades hijacked the B-727 aircraft with 58 passengers and crew, and demanded to be flown to Djibouti. Upon arrival there, the hijackers released most of the passengers and several crew members but held some hostages while negotiating with authorities. They surrendered soon after. No injuries were reported.

September 26, 1992—Crash—Helicopter—Angola

Four Russians and eleven Angolans were killed when their U.N.-hired helicopter crashed in Uige Province, northeast of Luanda. Most of the victims were U.N. staff members monitoring the Angolan

national election. It was not determined if mechanical failure or antiaircraft fire was responsible for the crash.

October 8, 1992—Incident at Airport—Madagascar

Demonstrators attempted to force their way onto Arrachart Airport near Diego Suarez and stop air traffic by blocking the runway with obstacles. After issuing warnings, troops fired upon the crowd killing eight and wounding 15. The demonstrators support Madagascar's president, Didier Ratsiraka, and seek the creation of federal states in various parts of country.

October 9, 1992—Bombing—Luena Airport—Angola

An explosive device detonated at Luena Airport near a group of demobilized Popular Movement for the Liberation of Angola soldiers awaiting a flight to Luanda. Four soldiers were killed and seven were injured. There were no claims of credit.

October 11, 1992—Attack—Belise Airport—Angola

The Belise Airport was attacked by the Front for the Liberation of the Enclave of Cabinda forces using RPG-7 rockets and 60 mm mortars. The attack, which caused damage to the runway, killed one person and wounded five others.

October 30, 1992—Attack—Luanda Airport—Angola

The Luanda International Airport was attacked by 50 to 60 rebels from the oppositionist National Union for the Total Liberation of Angola (UNITA). They were attempting to take over the airport but were forced away by security forces. Three Angolans and three Portuguese were killed in the incident.

November 6, 1992—Bombing—Kotaka Airport—Ghana

An explosive device detonated in a rest room at Kotoka International Airport in Accra. The incident occurred following the November 3 presidential election in which Jerry Rawlings, who had seized power 11 years ago, was elected. FARIGHAN (expansion unknown), a group espousing the overthrow of Rawlings, claimed responsibility for this incident, as well as two other bombings that occurred elsewhere in the city. No injuries were reported.

November 23, 1992—Robbery of Aircraft—Somalia

Gunman blocked a runway at Kismaayo Airport and used gunfire to stop a U.N. aircraft. They then proceeded to rob the six passengers on the aircraft of \$4,000 and their personal belongings. No injuries were reported.

November 25, 1992—Shooting at Aircraft—Angola

A helicopter belonging to Ecotrends, a Russian-American joint venture company, was attacked near the city of Caxito. The aircraft had been chartered to transport ballot papers and was en route from Luanda to Uige when the attack occurred. Shells (not further identified) reportedly struck the helicopter's fuel tanks seriously injuring the pilot, who later died. The co-pilot, although himself injured, returned the aircraft to Luanda. The flight engineer was slightly wounded. All the crew members were Russian. Although there was no claim of credit, the area where the attack occurred is controlled by UNITA.

FEATURE ARTICLES

ALGERIA: ISLAMIC VIOLENCE AND THE BOMBING OF HOUARI BOUMEDIENNE AIRPORT

Algeria has been plagued with violence since the cancellation of national elections in January 1992. The Algerian military effectively took control of the government prior to the second round of National Assembly elections after the Islamic Salvation Front (FIS) won the first round and their victory in the second was projected. An FIS victory would have provided the Islamic fundamentalists the majority needed to change the constitution and possibly convert Algeria to an Islamic state.

In taking control of the government the Algerian military forced the resignation of President Bendjedid, outlawed the FIS, and arrested large numbers of party members. This move incited violent confrontations between military forces and Islamic fundamentalists. Many members of the FIS subsequently fled to rural areas and have since engaged in attacks against the government.

Characterized primarily by their attacks on official targets, such as Algerian police and gendarmes, Islamic fundamentalists are believed responsible for the assassination of President Boudiaf of the Higher Ruling Council in January 1992. A change in tactics used by the FIS, however, occurred with simultaneous bombings at the international terminal of Houari Boumedienne International Airport and an Air France office in Algiers.

Ten FIS members were subsequently arrested for the planning and execution of the airport bombing and were also accused of bombing the Air France office and attempting to bomb a SwissAir Office. Those arrested included an elected official, a deputy mayor, a secondary school teacher and a former Air Algerie pilot. Interrogations revealed that the motivation for the airport and airline office bombings was to disrupt foreign involvement and investment in Algeria. The original plan, however, called for placing the bomb on board an airplane rather than at an airport—the Air Algerie pilot reportedly dissuaded the group from targeting an aircraft.

According to press reports, the explosive device was delivered to the airport by two men who passed it to another man inside the terminal. The bomb was placed in the international terminal and was set to explode at mid-day when the area would be congested. Weighing approximately twenty pounds, the bomb was comprised of TNT and plastic explosives. A five-minute warning was then telephoned in to airport officials to presumably allow adequate evacuation time and minimize casualties. Evacuation of the terminal was not effected, however, and the blast caused approximately 12 deaths and 126 injuries.

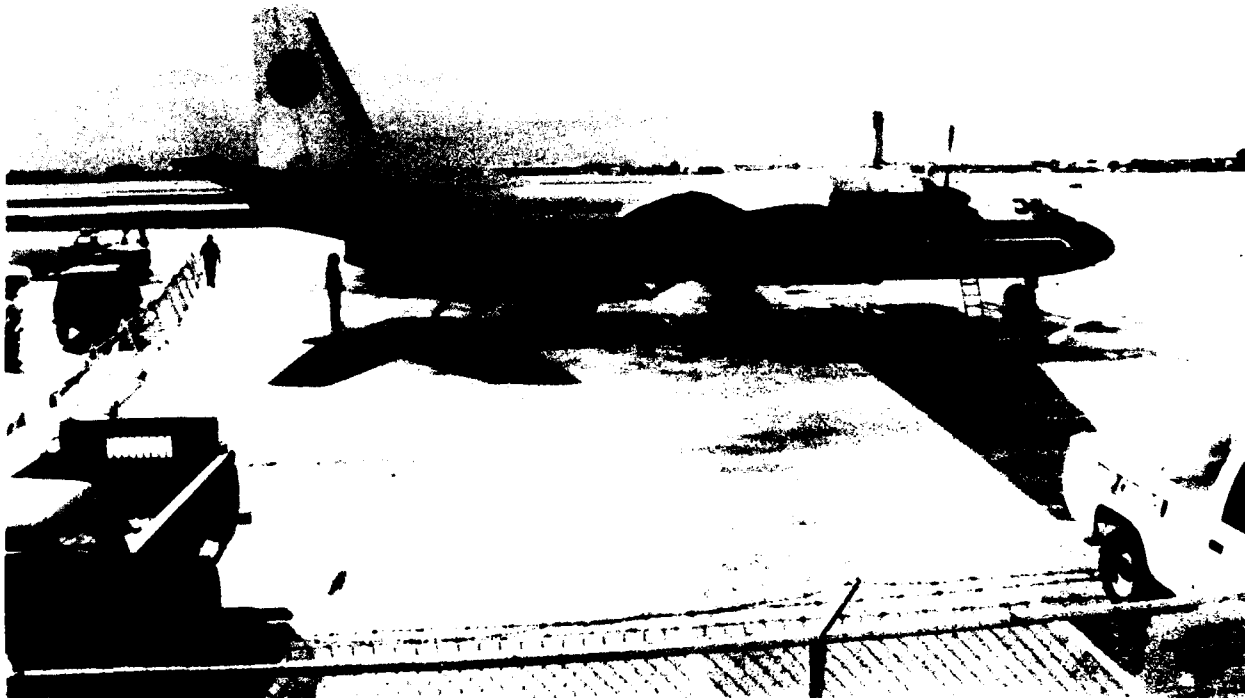
According to publicized interrogation reports, the FIS formed an armed wing prior to the elections, held meetings with armed extremists, bought weapons and made contacts with Iran, Sudan, Libya and Afghanistan in order to garner support. It was reported that Sudan and Libya responded with requirements to officially formalize arrangements to send weapons.

In addition to aviation interests, Islamic fundamentalists have since threatened banking, telecommunications and other commercial interests. International business establishments will continue to be targeted along with symbols of government authority.

FLEEING CUBA FOR THE UNITED STATES: THE CASE OF AEROCARIBBEAN FLIGHT 360

At approximately 8:00 a.m. on December 29, 1992, AeroCaribbean Flight 360 took off from Jose Marti International Airport on a regularly scheduled domestic trip from Havana to the resort area of Varadero Beach. The aircraft, an Antonov-26 twin-engine turboprop of Cuban registry, carried a total of 53 persons, including three crew members and a security guard. Shortly after takeoff, the Cuban pilot-in-command diverted the aircraft to Miami International Airport. This action was preplanned and was the result of a year-long conspiracy to defect which involved a majority of the passengers. According to press reports, the copilot was restrained and the security guard subdued, either with chloroform or by being injected with a sedative, as the pilot flew at low altitude to elude Cuban radar detection and confuse Cuban air traffic controllers.

AP/WORLDWIDE PHOTOS



Upon arrival in Miami, at approximately 9:45 a.m., 48 of the 53 persons on board asked for political asylum. The copilot, his wife and infant daughter, a female flight attendant and the security guard did not want to defect and asked to return to Cuba. The U.S. government invited the Cuban government to send a flight crew to Miami to return the aircraft and, on December 30, it was flown back by a Cuban crew. The five Cubans who did not want to remain in the U.S. also returned on the same day aboard another plane.

The Cuban government has condemned the incident as a terrorist act of air piracy and has blasted U.S. policies that allegedly encourage such "acts of violence." The U.S. Department of Justice continues its investigation of this incident to determine whether any laws were violated and for possible prosecution.

The case of AeroCaribbean Flight 360 is unusual because of the role played by the pilot, the active collaboration of the majority of the passengers on board, and the fact that it was a commercial scheduled flight. This incident was not the first of its type, however. It has been more than 30 years since Cuban pilots or crewmembers have diverted a Cuban plane to the U.S. Between 1958 and 1960, at least five similar incidents occurred. This was before the Hague and Tokyo Conventions for the Suppression of Unlawful Seizure of Aircraft were signed and before the Aircraft Piracy Statute was enacted.

The AeroCaribbean incident is only one of several recent Cuban defections by air and it followed another incident on December 19, 1992. A former Cuban Air Force Major flew to Varadero, Cuba from the United States in a Cessna aircraft, landed on a crowded roadway, and, in a secret, pre-arranged plan, picked up his wife and two sons and brought them back to Florida. The veteran of the Angola war had himself defected to the U.S. in a Soviet-made MiG-23 fighter jet in March 1991.

The mass defection on the AeroCaribbean commuter also recalls the January 3, 1992 flight of 34 Cubans aboard a tourist helicopter. In this case, the pilot of the Russian Mi-8 helicopter belonging to the Cuban state airline, Cubana de Aviacion, took off from Varadero Beach to a nearby site to pick up friends and family members and then flew at low altitude until his arrival at Tamiami Airport, outside Miami. The 34 Cuban men, women, and children requested political asylum.

In the past, Cubans fleeing the Castro regime had arrived in the United States mostly aboard boats. More recently, however, Cuban defectors have also arrived by way of a stolen helicopter, a fighter jet, and even a crop-duster aircraft (June 1991). The use of a commercial airliner in the AeroCaribbean incident adds a new dimension to this subject.

GENERAL AVIATION AIRCRAFT—TWO HIJACKINGS BY AN ESCAPED PRISONER

An interesting U.S. domestic aviation-related event in 1992 involved the hijacking of two General Aviation aircraft nearly two months apart by an escapee from the Arkansas State Prison. The hijacker was eventually apprehended.

The first incident occurred on April 9. During the late afternoon, an individual chartered a single-engine Cessna 172 aircraft from Berry Aviation, Inc. for a flight from Pine Bluff, Arkansas, to Little Rock. Shortly after takeoff from Grider Field Airport, the passenger produced a hand gun from one of two bags he carried and placed it against the pilot's head. He also tied the pilot's hands together, put a sack over his head, and forced him from his seat. The hijacker, a pilot, then took control of the aircraft. He landed at a deserted airstrip near Carlisle, Arkansas, released the pilot unharmed, and flew off in the Cessna.

The hijacker was later identified as an inmate serving a 40-year sentence at the Arkansas State Prison for several felonies, including theft, burglary, making terroristic threats, and criminal solicitation to commit murder. At the time of the hijacking, he was on a 5-day family visit furlough.

Upon leaving Carlisle, the hijacker flew to Batesville, Arkansas. Here he reportedly stole a car and committed a robbery before again flying away in the Cessna. The stolen car was found at the Batesville airport.

Early on April 10, the plane was refueled at Searcy, Arkansas. Approximately three hours later, the hijacker landed at the Sulphur Springs, Texas, airport. He took a taxicab to a hotel located next to a bus station in Sulphur Springs, purchased a ticket, and, later in the afternoon, boarded a bus bound for Dallas. The Cessna remained at the airport until Sunday, April 12, when personnel there became curious and notified authorities.

The second hijacking by this individual occurred in Colorado on Sunday, June 7. He appeared at Dakota Ridge Aviation, Inc. in Boulder requesting an orientation flight for introductory flying lessons. The single-engine Piper Warrior aircraft departed Boulder County Airport in mid-afternoon with a single passenger. It landed at nearby Tri-County Regional Airport in Erie, Colorado, ostensibly for the passenger to pick up a package, which was not there. As the aircraft reached the end of the runway in preparation for takeoff from the Tri-County field, the passenger produced a hand gun and ordered the pilot from the plane. The aircraft took off, headed due east.

Later that evening, the Cessna landed at the West Woodward Airport, Woodward, Oklahoma, for fuel. The pilot paid for his purchase in cash and said that he was heading toward Houston. The aircraft is known to have next landed at the Horseshoe Bend, Arkansas, airport and the hijacker stayed overnight. On June 9, he flew to Marshall, Texas, and abandoned the plane at the Harrison County Airport.



Aircraft Hijacked on June 7, 1992

On June 19, the hijacker, who was the object of a nationwide search, was arrested by the FBI in Odessa, Texas. He stood trial in U.S. District Court, Denver, Colorado. On September 17, he was found guilty on five counts, including air piracy, interference with flight crew, and interstate transportation of stolen property. On October 23, he was sentenced to 25 years in prison.

HIJACKINGS WITH PARACHUTES— VIETNAM AIRLINES FLIGHT 850 AND OTHER INCIDENTS

At 5:00 p.m. on September 4, Flight 850 took off from Bangkok, Thailand, for Ho Chi Minh City, Vietnam, on a scheduled charter flight for Vietnam Airlines. The Airbus 310-200, registered in Bulgaria, carried a 12-member crew with a Bulgarian captain and 155 passengers.

When the aircraft was approximately 80 miles from Ho Chi Minh City, a passenger, Ly Tong, a former South Vietnamese fighter pilot and naturalized U.S. citizen, used a plastic knife and coat hanger to threaten crew members. Claiming that he had an explosive device, the hijacker made a flight attendant take him to the cockpit. The hijacker then forced the pilot to lower the aircraft's altitude to 500 feet, reduce its speed to the minimum, and enter the prohibited zone over Ho Chi Minh City.

For the next thirty minutes, Ly Tong threw sackfuls of leaflets out of the cockpit window that urged the Vietnamese people to rise up and overthrow Hanoi's communist government in order to "build an independent, free and prosperous Vietnam." Signing himself "Commander of the Uprising Forces," Tong declared on the leaflets that "only the Vietnamese Communists, while in their last breath, are still stubbornly trying, with a governing clique old and out of date, to go against the tide of humankind." The hijacker subsequently donned a parachute and jumped out of an emergency exit in the cockpit.

Ly Tong reportedly was captured in a field outside of Ho Chi Minh City two hours later and has been charged with air piracy. No one aboard the aircraft was injured and the aircraft was able to continue its flight, landing safely at Tan Son Nhut Airport in Ho Chi Minh City 38 minutes behind schedule. Tong later reportedly claimed that he originally had planned the incident for two days earlier on September 2, Vietnam's National Day, which celebrates Ho Chi Minh's 1945 declaration of independence from both the Japanese and French.

While a hijacker attempting to escape by parachute is an uncommon occurrence, it is not entirely unknown. During the 1970s, the height of the hijacking period, there were 24 instances in which hijackers demanded one or more parachutes. Eighteen of these occurred on board U.S. carriers. Seven of the hijackers, all of them on U.S. carriers, parachuted from the aircraft; five were captured and one was killed. Nine other hijackers on board U.S. carriers were apprehended, and two were killed. Of the six hijackers on board foreign air carriers, none parachuted from the aircraft: three were killed and three were captured.

The first, and most famous, of the parachute escapes was that of a man calling himself D.B. Cooper, who hijacked a Northwest Boeing 727 with 36 passengers and seven crew on November 24, 1971, during a flight from Portland, Oregon, to Seattle, Washington. After allowing the aircraft to land in Seattle, Cooper released the 36 passengers and two of the crew in exchange for \$200,000 and four

parachutes. Cooper subsequently ordered the crew to fly to Reno, Nevada, but he parachuted out of the aircraft with the \$200,000 while over southwestern Washington State. He has never been found.

This not only was the first instance in which a hijacker used a parachute to escape, but it was the first hijacking for extortion and is the only unresolved U.S. hijacking. In the 1980s there was only one such hijacking incident (from a U.S. carrier), and the September 1992 parachuting of Ly Tong was the only incident of its type in the 1990s.

HIJACKINGS IN ETHIOPIA

The unusually high number of hijackings (five) of Ethiopian Airlines flights in 1992 accounted for over a third of the total number of incidents in all of sub-Saharan Africa.

In May 1991, Ethiopia ended thirty years of civil war when a coalition of insurgent groups, the Ethiopian People's Revolutionary Democratic Front (EPRDF), overthrew the 14-year rule of Marxist dictator Mengistu Haile Mariam and established a transitional government pending national elections. The EPRDF coalition, led by Meles Zenawi (now president of the transitional government), included the Tigrayan People's Liberation Front and Eritrean People's Liberation Front of the north and the Oromo Liberation Front of the south. The Eritreans, however, who had fought longest for independence, established their own provisional government in May 1991 and are expected formally to declare independence following a referendum in 1993.

Throughout 1992 the situation in Ethiopia remained volatile despite the civil war truce: the five hijackings of Ethiopian Airlines aircraft were carried out by Ethiopian nationals who were discontented with the unsettled conditions and poverty in Ethiopia and were seeking a better life outside their country.

All the hijackings involved domestic flights hijacked to destinations outside Ethiopia. Two hijackings terminated in Djibouti, and one each in Kenya, Yemen, and Italy. Four hijackings were carried out by more than one perpetrator, and, in three of those instances, it is known that the hijackers were armed with either hand grenades or handguns or both, but in none of the incidents were any injuries reported. The longest incident began on August 28 when the aircraft was taken over by five men following takeoff from Addis Ababa. The aircraft made stops in Djibouti, Yemen, and Egypt before arriving in Italy, where the hijackers surrendered to authorities in Rome on August 30. This peaceful outcome was a feature common to all the incidents.

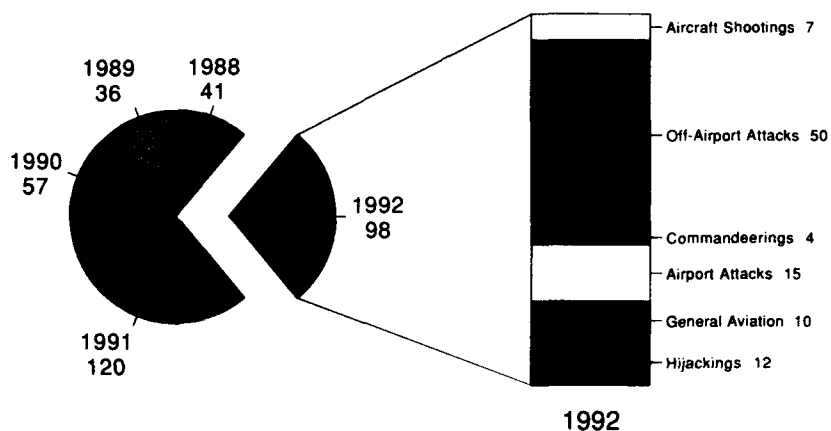
The five hijackings in 1992 mark a significant development in the last five years of attacks against civil aviation in sub-Saharan Africa. Indeed, in the previous four years, there had been only four hijackings in total: two of Ethiopian Airlines and one of Somali Airlines in 1991 and one of Ethiopian Airlines in 1990. While it would be premature to regard this development as sufficient evidence of a trend, it is important to note that the situation in Ethiopia at the end of 1992 was still unsettled and that the circumstances which gave rise to the five hijackings were still very much in evidence at the start of 1993.

TRENDS

1988–1992

Introduction

Five Year Summary Worldwide Civil Aviation Incidents 1988-1992



* Includes attempted bombings and shootings

This section contains an examination of trends for the five-year period 1988–1992. Significant incidents involving civil aviation are separated into one of the following categories:¹

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,”
- “Attacks Against In-Flight Aircraft,”
- “Attacks at Airports,”
- “Off-Airport Facility Attacks,” and
- “Incidents Involving Charter and General Aviation Aircraft.”

¹ Where necessary, an explanation for these categories can be found in the first paragraph of the categories’ five-year summary.

Charts are included to present a visual perspective of these incidents.

Ninety-eight incidents were recorded in 1992, a decrease from the 120 incidents recorded in the previous year; 57 incidents occurred in 1990, 36 in 1989, and 41 in 1988. There were one-half as many hijackings (12) recorded in 1992 than in 1991. This is the fewest recorded since 1988, when there were also 12. There was also nearly a 50% decrease in the number of attacks at airports (15) from 1991 to 1992, and shooting at in-flight aircraft incidents (7) decreased by nearly one-third. The number of commandeering incidents in 1992 increased to four from one incident in 1991. This was the most in the five-year period. There were 50 off-airport facility attacks in 1992, a slight increase from 47 in 1991 and the most in the five-year period. The number of incidents involving general aviation and charter aircraft remained unchanged at 10. There were no reported bombings or shooting incidents on board aircraft in 1992.

Civilian airports and non-combatant aircraft have been fired upon during periods of warfare or insurgency. These incidents are not counted in Criminal Acts Against Civil Aviation and are distinguished from those included in "Attacks Against In-Flight Aircraft" and "Attacks Against Airports." These incidents differ from purely criminal or terrorist-related activity and are thus excluded. In 1992, incidents of this type occurred in Afghanistan, Angola, Cambodia, Croatia, Liberia, and Somalia, among other locations.

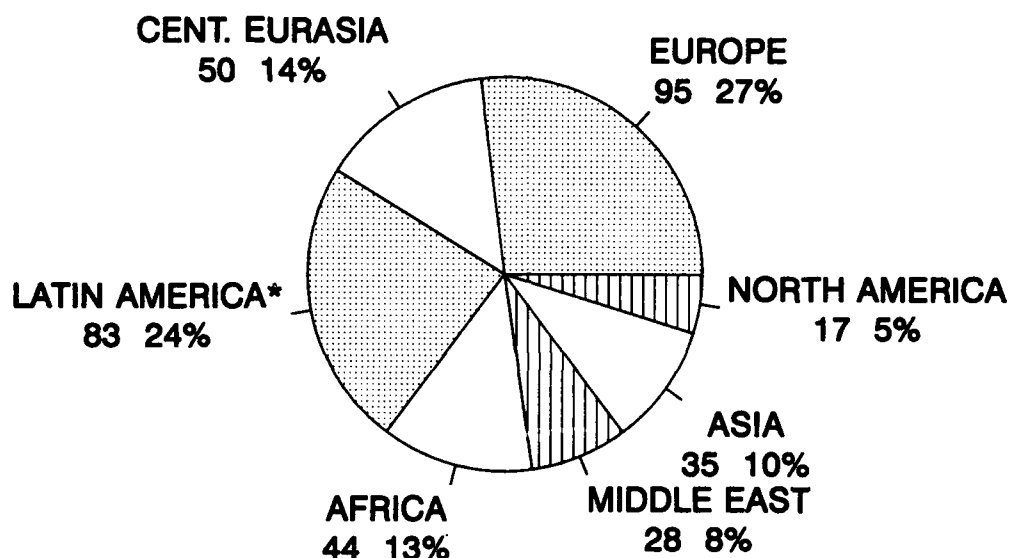
AP/WORLDWIDE PHOTOS



Wreckage of Economic Community Helicopter Shot Down Over Croatia, January 7, 1992

INCIDENTS AGAINST AVIATION 1988-1992

BY GEOGRAPHIC REGION



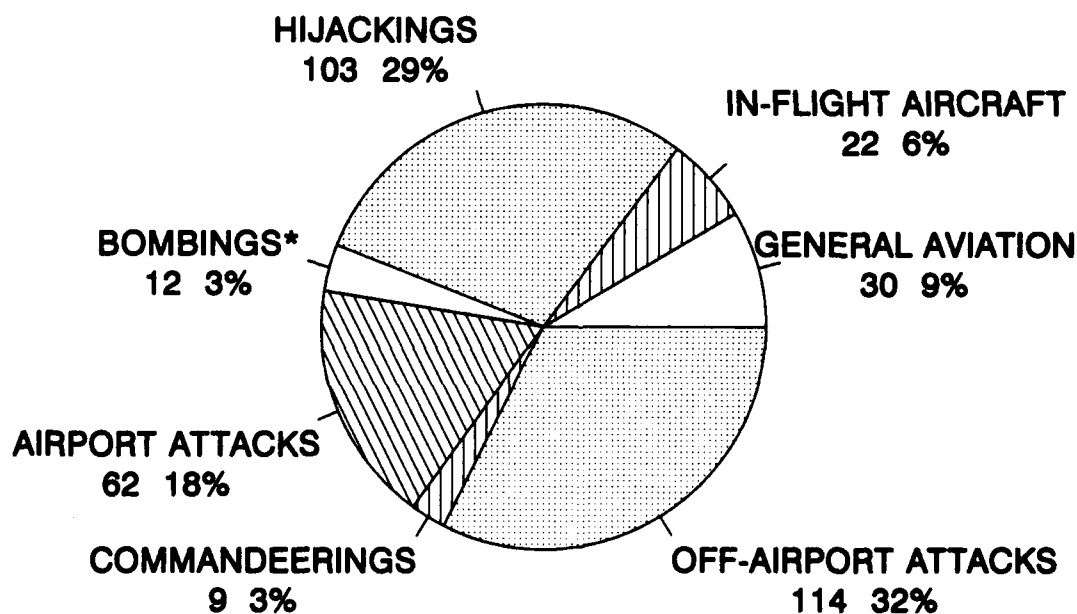
352 Incidents

* Also includes Central America and the Caribbean

Note: Total percentage exceeds 100% because of rounding

INCIDENTS AGAINST AVIATION 1988-1992

BY CATEGORY



352 Incidents

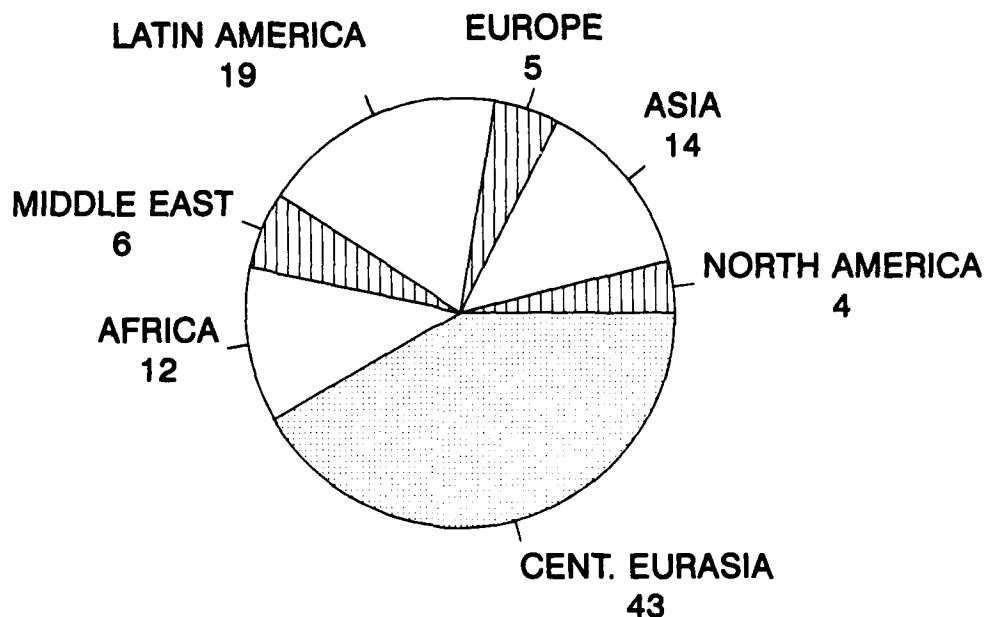
*Also includes attempted bombings and shootings on board aircraft

Hijackings of Civil Aviation Aircraft

An incident is a hijacking, as opposed to a commandeering, when the aircraft is in an in-flight status, that is, when its doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers), by one or more of the following criteria: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, prewritten note, more than one hijacker, etc.). Hijacking incidents involving general aviation or charter aircraft are not included in this category.

During the past five years, 103 hijackings of civil aviation aircraft were recorded worldwide. The greatest number of incidents (40) during this five-year period occurred in 1990; the fewest (12) were in 1988 and 1992. Most of the hijackings between 1988 and 1992 took place on board domestic flights; only nine international flights were hijacked during this period, including one in 1992.

HIJACKINGS OF CIVIL AVIATION AIRCRAFT 1988 - 1992



103 Incidents

Nearly one-half of the hijacking incidents in 1992 occurred in sub-Saharan Africa, and one-third were in Latin America. Five hijackings were recorded in Ethiopia, the most in any one country, and two were in Panama. No hijackings were recorded in the United States or on board U.S. aircraft in 1992.

Slightly more than 40% of the hijackings (43) between 1988 and 1992 took place in the former Soviet Union or the countries which comprised it; most of these acts (37) were in 1990 and 1991. Nearly all of the hijackings were committed by persons seeking to leave the country. Since the official breakup of the U.S.S.R. in December 1991, only two hijacking incidents have taken place. Between 1989 and 1990, the number of hijackings in the U.S.S.R. increased by 900%, from 3 to 27. No other country has shown such a dramatic increase during the past five years. Ethiopia had the second highest number of incidents (8). Within the United States (including Puerto Rico and the Virgin Islands), there have been four hijackings—one each year from 1988 through 1991.

Because of the disproportionate number of hijackings in the U.S.S.R. in 1990 and 1991, a distortion in the number of worldwide hijacking incidents is created. Excluding the Soviet statistics for just these two years, the number of all other hijacking incidents remained relatively constant between 1988 and 1992 with an average of 13 incidents. There was no sharp rise in any one year. The five-year period began and ended with 12 incidents, and the largest number occurred in 1989 (15).

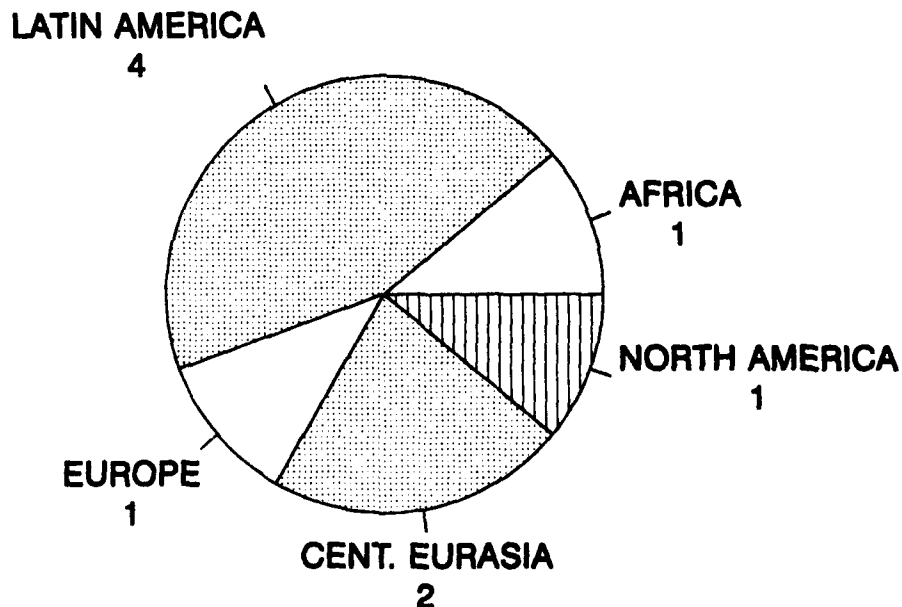
Terrorist groups were involved in very few of the hijackings. The most noteworthy incident was the hijacking of Kuwait Airways Flight 422 by Hizballah, a radical Shiite Muslim group, in April 1988. In addition, in March 1991, Singapore Airlines Flight 117 was hijacked by four persons claiming to be members of the Pakistan People's Party, although the Party denied any connections.

One hundred forty-one passengers and crew members were killed and approximately 65 others were injured as a result of hijackings between 1988 and 1992. The largest number of casualties, 128 deaths and 53 injuries, occurred on October 2, 1990, when a Xiamen Airlines flight was hijacked and crashed upon landing at Baiyun Airport in Guangzhou, the People's Republic of China.

Commandeerings of Civil Aviation Aircraft

Commandeering incidents occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne as a result of the commandeering. The criteria for determining a commandeering, as distinguished from other on board situations, are the same as those concerning a hijacking. Commandeering incidents involving general aviation or charter aircraft are not included in this category.

COMMANDEERINGS OF CIVIL AVIATION AIRCRAFT 1988 - 1992



9 INCIDENTS

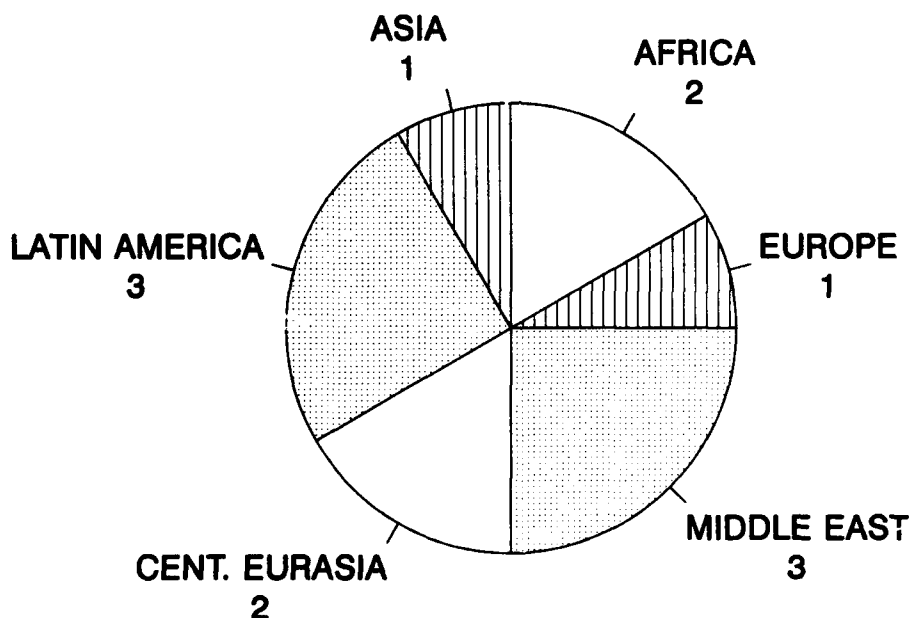
Ten civil aviation aircraft have been involved in commandeering incidents between 1988 and 1992. Four incidents were reported in 1992, the most in the five-year period. Three of the commandeerings either occurred in the United States or involved U.S.-registered aircraft. In August 1990, a man armed with a small knife attempted to commandeer an American Airlines (AA) aircraft in Charleston, South Carolina, and in 1988 and 1990, armed Haitian soldiers commandeered two other AA aircraft.

Of the ten commandeering incidents, the aircraft remained on the ground in six.

Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft

Between 1988 and 1991, five bombings, six attempted bombings, and one shooting incident occurred on board civil aviation aircraft. No incidents of this type occurred in 1992. The bombings include four incidents in which an explosive device was used and one incident in which an incendiary device was utilized. This latter incident, a firebombing on board a domestic Aeroflot flight in March 1991, was the most recent act of this type.

BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS ON BOARD CIVIL AVIATION AIRCRAFT 1988 - 1992



12 INCIDENTS

Four aircraft crashed and 565 persons were killed during the past five years as a result of in-flight detonations of explosives aboard aircraft. These incidents include a Bop Air, Ltd. flight on March 1, 1988 in South Africa; Pan Am Flight 103 on December 21, 1988, in Scotland; Union de Transports Aeriens (UTA) Flight 772 on September 19, 1989, in Chad; and Avianca Flight 203 on November 27, 1989, in Colombia.

The most recent reported attempted bombing involved an All Nippon Airways flight between Okinawa and Japan in October 1990. Five other incidents of this type were recorded in 1988 and 1989. Explosive devices were found on board aircraft of the following carriers: Middle East Airlines (twice,

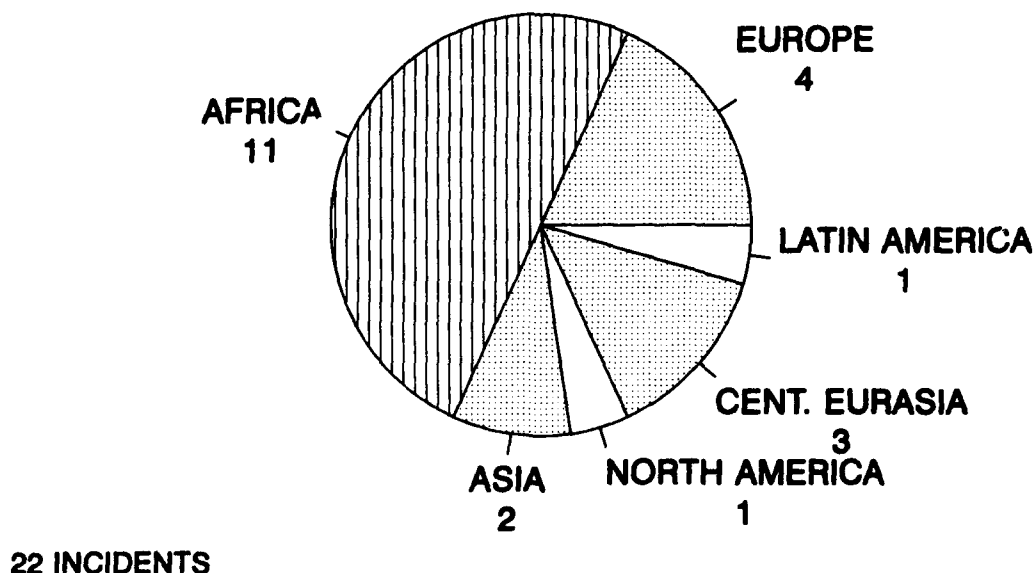
February 1988), Aeroflot (August 1988), Avianca (September 1989), and Saudi Arabian Airlines (November 1989).

The single in-flight shooting incident occurred in April 1990, when a Colombian presidential candidate was assassinated on board an Avianca aircraft during a domestic flight. The assassin was killed by a bodyguard, and there were no other injuries.

Attacks Against In-Flight Aircraft

These incidents include significant acts in which in-flight aircraft are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This listing does not include all incidents of the type, especially those involving small arms fire, but only those judged to be of significance. This is determined by the target, the type of attack, or from any resulting casualties.

ATTACKS AGAINST IN-FLIGHT AIRCRAFT 1988 - 1992



Attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted. Attacks against both commercial and general aviation aircraft are included in this category. In a change from 1991, the word "stand-off" has been removed from the category title to better reflect that type of attack.

Twenty-two incidents have been recorded in which civil and general aviation aircraft have been fired upon during the past five years. Six crashes have resulted from these attacks in which 123 persons were killed. Most incidents, and most fatalities, occurred in 1991, when 10 attacks and 73 deaths were reported.

Sub-Saharan Africa was the site of one-half of the attacks between 1988 and 1992. Antigovernment rebels either are credited with or believed responsible for the majority of these incidents. Five of these attacks were reported in Angola (four in 1991). Three incidents were recorded in Azerbaijan and Armenia in 1992.

The greatest number of fatalities occurred when an Angolan government transport aircraft was shot down in February 1991 and 47 persons were killed. On January 28, 1992, approximately 40 Azerbaijani civilians were killed (the exact number is unknown) when a civil aviation helicopter was shot down by Armenian forces over the disputed Nagorno-Karabakh enclave.

Attacks at Airports

Sixty-two attacks have been recorded at airports throughout the world during the past five years. These have included 23 bombings; 16 attempted bombings; and 23 shootings, shellings, arsons, and similar incidents. Fifteen incidents were recorded in 1992, a decrease from 27 recorded in 1991. Seven incidents were recorded for each year from 1988 and 1989, and six² were reported in 1990.

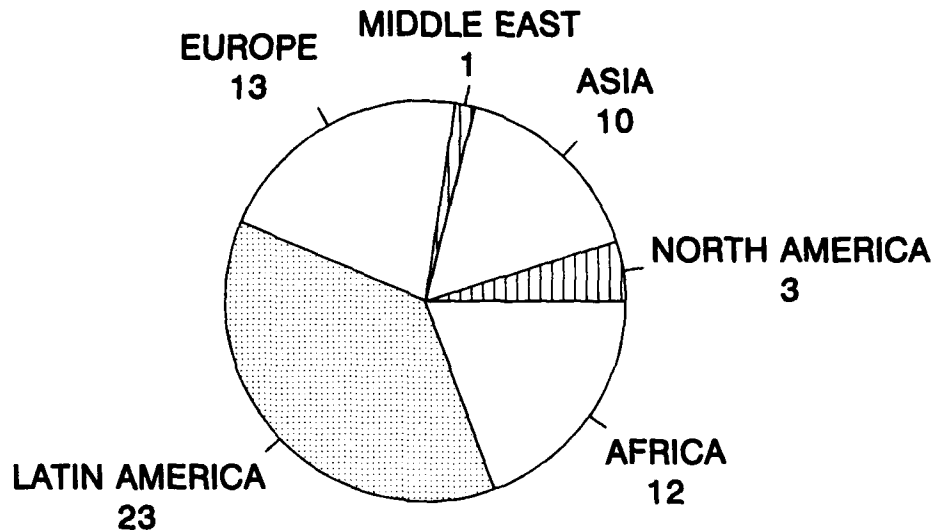
The reason for the sharp increase in the number of incidents from 1990 to 1991 is not evident; however, it does not appear that Operation Desert Storm was a significant factor, as this was not claimed as a motivation. There also is no explanation for the 45% decrease in incidents from 1991 to 1992.

The 15 attacks in 1992 were not concentrated in any one country or geographical area; six were recorded in Latin America and four in sub-Saharan Africa. Three attacks each were committed in Angola and Colombia. Terrorist/insurgency groups either claimed or are believed responsible for 10 of the incidents in 1992. Among these groups are: the Front for the Liberation of the Enclave of

² One incident in Peru, on July 28, 1990, was recategorized as an off-airport attack.

Cabinda (Angola), the Islamic Salvation Front (Algeria), the National Liberation Army (Colombia), the Revolutionary Armed Forces of Colombia, and Shining Path (Peru).

ATTACKS AT AIRPORTS 1988 - 1992



62 Incidents

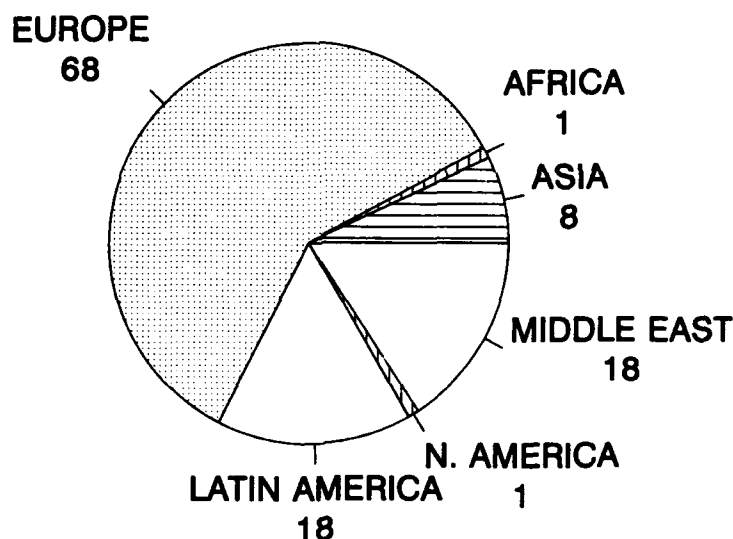
The majority of attacks (23 or 37%) during the five-year period occurred in Latin America; 13 incidents were recorded in Europe, 12 in sub-Saharan Africa, and 10 in Asia. Between 1988 and 1992, eight incidents, the most for any single country, were recorded in Colombia and Northern Ireland, and seven were recorded in Peru. Three incidents each were recorded in Angola, Bolivia, India, Japan, Pakistan, and the United States. Terrorist/insurgency groups claimed 12 of 27 attacks in 1991 and 4 of 20 incidents between 1988 and 1990.

Thirty-seven persons were killed in attacks at airports during the five-year period; two attacks killed 22 persons. Thirteen people died in a June 1991 bombing at Indira Gandhi International Airport in New Delhi, India, and approximately 12 persons died and 126 others were injured in an August 26, 1992, bombing at Houari Boumedienne International Airport in Algiers, Algeria.

Off-Airport Facility Attacks

Within the past five years 114 off-airport attacks have been recorded. These incidents include attacks against airline ticket offices, air navigation aid equipment, and other civil aviation assets. Ninety-seven incidents (85%) took place in 1991 and 1992, when 47 and 50 attacks were reported, respectively. The fewest number of attacks (3) occurred in 1989.

OFF-AIRPORT FACILITY ATTACKS 1988 - 1992



114 Incidents

Europe was the location for 59 of the 97 incidents during the past two years; 32 occurred in 1992 and 27 in 1991. Over the entire five-year period, 68 of the 114 attacks occurred in Europe, while Latin America and the Middle East/North Africa regions each had 18. During the past two years, 22 incidents were reported in Germany, the most for any one country, and 12 were recorded in Algeria and Colombia. Germany had 23 attacks recorded between 1988 and 1992.

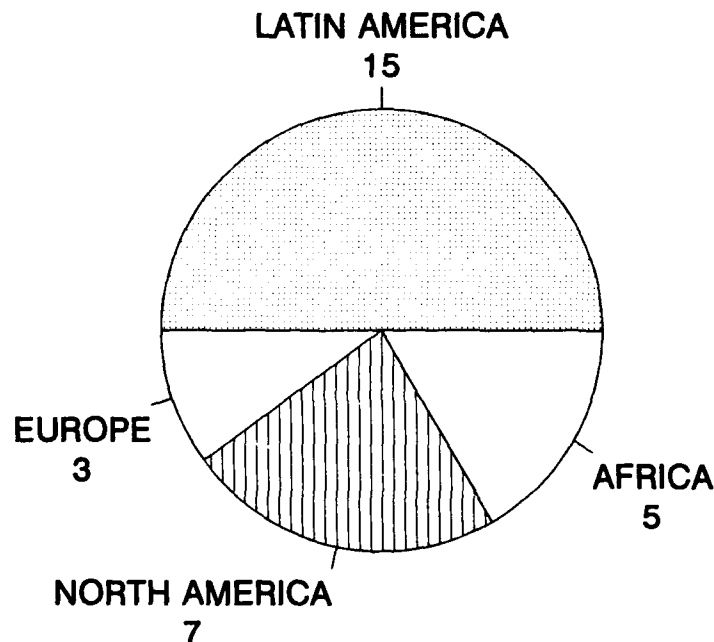
Most of the incidents in 1992, as in 1991, were against ticket offices. Thirty-nine such attacks—bombings (including fire bombs), attempted bombings, assaults, occupations, and hostage takings—were carried out in 1992, compared with 38 in 1991. Turkish Airlines offices were the targets of 24 attacks in 1992 and 15 in 1991. These incidents included 16 bombings or attempted bombings, 10 of which occurred in 1992.

The facilities of Air France, Air Algerie, El Al, Kuwait Airways, and Swissair were among other targets in 1992. The facilities of only one U.S. air carrier, Trans World Airways, was involved in an incident in 1992, when smoke bombs and firecrackers were thrown at the airline office in Paris, France during a demonstration on November 11.

In addition to the ticket office attacks in 1992, navigation aid equipment was targeted in nine incidents (six on the same day), all in Colombia, and a tourist agency affiliated with Iberia Airlines was attacked in Italy. One off-airport attack occurred in the United States in 1992: the office of a charter airline company, located in a private residence, was firebombed in California on June 9.

Incidents Involving General Aviation/ Charter Aircraft

GENERAL AVIATION\CHARTER AIRCRAFT INCIDENTS 1988 - 1992



30 INCIDENTS

In a change from 1991, incidents involving charter aircraft have been added to this category.

During the past five years, 30 incidents involving general or charter aircraft have occurred. Fourteen aircraft were hijacked, 11 were commandeered, and 5 were deliberately damaged or destroyed. The fewest number of incidents (2) occurred in 1988; the greatest number (10) was recorded both in 1991 and 1992.

In 1992, four incidents were recorded in Colombia, three in the United States, and two in Somalia. One-half of the incidents between 1988 and 1992 took place in two countries: Colombia and the United States (including Puerto Rico). Eight incidents (3 hijackings, 2 commandeers, and 2 destruction of aircraft) occurred in Colombia, and 7 incidents (3 hijackings, 3 commandeers, and 1 destruction of aircraft) took place in the United States. Three incidents were recorded in Somalia.

There do not appear to be any significant trends in the targeting of general aviation. Four of the hijacking/commandeering incidents were related to prisoner escape attempts. Other incidents had possible narcotics connections, were theft-motivated, or involved persons fleeing from one country to another.

APPENDICES AND CHARTS

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Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1988–1992

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hijackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination/ Objective</i>
12-11-88	TWA	B-727	San Juan, PR/ Miami, FL	1 Male	Screened	Explosive	Alleged	Cuba
05-27-89	American	B-727	Dallas, TX/ Miami, FL	1 Male	Screened	Explosive Gun	Fake Fake	Cuba
01-16-90	America West	B-737	Houston, TX/ Las Vegas, NV	1 Male	Screened	Explosive	Fake	Cuba
02-10-91	Southwest Airlines	B-737	Oakland, CA/ Austin, TX	1 Male	Screened	Explosive	Alleged	Cuba
1992	None							

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1988-1992

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
01-04-88	Aeromexico	DC-9	Juarez/Mexico City, Mexico	Brownsville, TX
01-05-88	Iran Air	Unknown	Tehran/Mashad, Iran	Unknown
02-13-88	Air Tanzania	B-737	Dar es Salaam/ Kilimanjaro, Tanzania	London/Restoration of political figure
02-22-88	China Airlines (ROC)	B-737	Taipei/Kaohsiung, ROC	People's Republic of China
03-08-88	Aeroflot	TU-154	Irkutsk/Leningrad, USSR	London
03-12-88	Pakistan International Airlines	A-300	Karachi/Quetta, Pakistan	India or Afghanistan
04-05-88	Kuwait Airways	B-747	Bangkok, Thailand/Kuwait	Mashad, Iran/Prisoner release
05-12-88	CAAC (PRC)	B-737	Xiamen/Guangzhou, PRC	Republic of China/Political asylum
05-23-88	Avianca	B-727	Medellin/Bogota, Colombia	Cuba/Extortion
08-01-88	ACES (Colombia)	DHC-6	El Bagre/Medellin, Colombia	Remote airstrip/Robbery
09-29-88	VASP (Brazil)	B-737	Belo Horizonte/ Rio de Janeiro, Brazil	Brazilia
01-20-89	Aeroflot	TU-134	Arkhangelsk/Odessa, USSR	Israel/Bucharest
01-21-89	Aeroflot	AN-24	Ivano-Frankovsk/Kiev, USSR	Unknown
01-31-89	ACES (Colombia)	B-727	San Andreas/ Medellin, Colombia	Miami
03-29-89	Malev	TU-154	Prague, Czechoslovakia/ Frankfurt, FRG	United States
03-31-89	Aeroflot	TU-134	Astrakhan/Baku, USSR	Pakistan
04-24-89	CAAC	YUN-7	Ningbo/Xiamen, PRC	Taiwan

Foreign-Registered Air Carrier Hijacking Chronology 1988-1992—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
05-18-89	Aeroflot	IL-62	Angola/Tanzania	Unknown
05-26-89	CSA	YAK-40	Prague/ Carlsbad, Czechoslovakia	West
05-31-89	ALM Antilles	—	Miami, FL/Haiti/Curacao	Israel
08-23-89	Air France	A-300 Airbus	Paris, France/Algiers, Algeria	Tunisia
09-19-89	Air Maroc	ATR-42	Casablanca, Morocco/Ei Aaiun Asmara, Western Sahara	Las Palmas, Canary Islands/ Mentally unstable
10-06-89	Myanmar Airways	Fokker 28	Mergui/Rangoon, Burma	Bangkok/Political demands
12-16-89	CAAC	B-747	Beijing/Shanghai/ San Francisco/New York	Fukuoka, Japan/Political asylum
12-31-89	Saudia	B-747	Jeddah/Riyadh, Saudi Arabia	Cyprus/Mentally unstable
01-03-90	LATN	Cessna 402	Asuncion/(unknown), Paraguay	Unknown
01-26-90	Iran Air	B-727	Shiraz/Bandar Abbas, Iran	Iraq or Israel
04-18-90	Aeroflot	TU-134	Moscow/Leningrad, USSR	Lithuania, USSR
05-29-90	Military	AN-26	Mogadishu/Hargessa, Somalia	Djibouti
06-06-90	Aeroflot	TU-154	Minsk/Murmansk, USSR	Sweden
06-19-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Finland
06-24-90	Aeroflot	TU-134	Tallinn/Lvov, USSR	Finland
06-28-90	Aeroflot	TU-154	Krasnodar/Knasnoyarsk, USSR	Turkey
06-30-90	Aeroflot	TU-154	Lvov/Leningrad, USSR	Sweden
07-04-90	Aeroflot	TU-134	Sochi/Rostov, USSR	Turkey
07-05-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
07-05-90	Aeroperlas	Twin Otter 300	Colon/Panama City, Panama	Colombia

Foreign-Registered Air Carrier Hijacking Chronology 1988-1992—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
07-10-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	France
07-12-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	Sweden
07-18-90	Aeroflot	TU-134	Odessa/Sukhumi, USSR	Turkey
07-23-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Sweden
08-16-90	Ethiopian Airlines	Unknown	Unknown	Yemen
08-19-90	Aeroflot	TU-154	Neryungri/Yakutsk, USSR	Pakistan
08-30-90	Aeroflot	AN-2	Voronezh/(Unknown), USSR	Afghanistan
08-30-90	Aeroflot	YAK-42	Moscow/Voronezh, USSR	Germany
09-02-90	Aeroflot	Unknown	Przhevalsk/Frunze, USSR	South Africa
09-13-90	India Airlines	B-737	Coimbatore/Madras, India	Sri Lanka
09-25-90	Aeroflot	Unknown	Leningrad/Archangelsk, USSR	Sweden
10-02-90	Xiamen Airlines	B-737	Xiamen/Guangzhou, PRC	Taiwan
10-05-90	Aeroflot	YAK-40	Novgorod/Petrozavodsk, USSR	Finland
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-07-90	Aeroflot	AN-24	Perm/Archangelsk, USSR	Sweden
11-10-90	Thai International Airways	A-320	Rangoon, Burma/ Bangkok, Thailand	India
11-12-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
11-15-90	Aeroflot	TU-134	Leningrad/Moscow, USSR	Finland

Foreign-Registered Air Carrier Hijacking Chronology 1988-1992—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
11-16-90	Aeroflot	TU-134	Tallinn/Moscow, USSR	Sweden
11-29-90	Aeroflot	TU-134	Moscow/Sykyvkar, USSR	Iraq
12-02-90	Aeroflot	TU-154	Murmansk/Leningrad, USSR	USSR
12-06-90	CAAC	Unknown	Guangzhou/Quingdao, PRC	Unknown
12-11-90	Aeroflot	YAK-40	Baku/Tbilisi, USSR	Turkey
12-21-90	Aeroflot	TU-154	Rostov/Nizhnevartovsk, USSR	United States
12-24-90	Aeroflot	IL-86	Moscow/Sochi, USSR	England
12-28-90	Air Algerie	B-737	Ghardaia/Algiers, Algeria	Unknown
01-07-91	Faucett	DC-8	Trujillo/Lima, Peru	Unknown
01-21-91	Aeroflot	TU-154	Tashkent/Odessa, USSR	Turkey; landed Bulgaria
02-13-91	Aeroflot	TU-134	Tbilisi/Moscow, USSR	Turkey
03-04-91	Aeroflot	AN-24	Arkhangelsk/Leningrad, USSR	Sweden
03-06-91	TABA	Unknown	Unknown/Manaus, Brazil	Unknown
03-14-91	Aeroflot	YAK-42	Moscow/Naberezhnye, USSR	Unknown
03-26-91	Singapore Airlines	A-310	Kuala Lumpur, Malaysia/ Singapore	Australia
03-28-91	Aeroflot	TU-134	Arkhangelsk/Kaliningrad, USSR	Sweden
03-31-91	Air Algerie	B-737	Bechar/Algiers, Algeria	Political Demand
04-29-91	Aeroflot	TU-154	Barnaul/Moscow, USSR	United States
06-13-91	Aeroflot	TU-154	Rostov/Moscow, USSR	Persian Gulf
06-17-91	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-91	Somali Airlines	Unknown	Unknown, Djibouti/ Mogadishu, Somalia	Unknown

Foreign-Registered Air Carrier Hijacking Chronology 1988-1992—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
08-20-91	San Martin Airlines	Unknown	Caqueta/Meta, Colombia	Unknown
09-07-91	SATENA	Cessna-208	Bogota/ San Jose de Guaviare, Colombia	Unknown
09-19-91	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Algeria
10-11-91	Bolivian Air Force	Cessna-206	Rurrenabaque/Trinidad, Bolivia	Unknown
10-16-91	Ethiopian Airlines	DHC-6	Debre Markos/ Bahir Dar, Ethiopia	Djibouti
10-21-91	Czechoslovak Airlines	TU-134	Bratislava/ Prague, Czechoslovakia	Libya
11-09-91	Aeroflot	TU-154	Mineralnyye Vody/ Ekaterinburg, USSR	Turkey
11-13-91	Aeroflot	TU-154	Irkutsk/St. Petersburg, USSR	Great Britain
11-25-91	Unknown	Unknown	Unknown/ Unknown, Papua New Guinea	Theft of Cargo
11-25-91	Ethiopian Airlines	B-737	Addis Ababa/Dire Dawa, Ethiopia	Djibouti
01-31-92	Aerotaxi	Cessna Caravan	Panama City/El Porvenir, Panama	Colombia
02-05-92	Ethiopian Airlines	DHC-6	Addis Ababa/Bahir Dar, Ethiopia	Djibouti
03-12-92	Aerotaxi	B-N 2A-6	El Porvenir/Panama City, Panama	Unknown
04-01-92	Ethiopian Airlines	B-727	Dire Dawa/Addis Ababa, Ethiopia	Yemen
04-12-92	Ethiopian Airlines	B-727	Addis Ababa/Unknown, Ethiopia	Kenya
05-16-92	Aerotaca	Twin Otter	Bogota/Bucaramanga, Colombia	Theft of Equipment
06-07-92	Aeroflot	TU-154	Groznyy/Moscow, Russia	Turkey

Appendix B**Foreign-Registered Air Carrier Hijacking Chronology 1988-1992—Continued**

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
08-13-92	Lvov Air Transport Enterprises	TU-154	Simferopol/Lvov, Ukraine	Iraq
08-04-92	Ethiopian Airlines	B-727	Addis Ababa/Bahir Dar, Ethiopia	Rome, Italy
09-04-92	Ethiopian Airlines	B-727	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
09-04-92	Vietnam Airlines	A-310	Bangkok, Thailand/Ho Chi Minh City, Vietnam	Release Leaflets
12-29-92	AeroCaribbean	AN-26	Havana/Varadero Beach, Cuba	United States

Appendix C

Bombings³ Aboard Aircraft Chronology 1988–1992

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Location on Aircraft</i>	<i>Result</i>
03-01-88	BOP Air	Bandeirante	Phalaborwa/Johannesburg, South Africa	Cabin area	Aircraft destroyed in-flight; 17 killed
12-21-88	PanAm	B-747	London/New York	Baggage compartment	Aircraft destroyed in-flight; 259 on aircraft, 11 on ground killed
09-19-89	Union Des Transport	DC-10	Brazzaville, Congo/ N'Djamena, Chad/ Paris, France	Cargo hold	Aircraft destroyed in-flight; 171 passengers and crew killed
11-27-89	Avianca	B-727	Bogota/Cali, Colombia	Cabin area	Aircraft destroyed in-flight; 107 passengers and crew killed
1990	None				
03-18-91	Aeroflot	IL-86	Moscow/ Novokuznetsk, USSR	Cabin area	Incendiary device thrown; aircraft landed safely
1992	None				

³ Includes both explosive devices and incendiary devices.

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1992 By Date

January 3	Theft of Aircraft—Helicopter	Cuba to United States
January 17	Commandeering—Aeronica	Nicaragua
January 24	Attack—Air Algerie Office	Germany
January 28	Shooting at Aircraft	Azerbaijan
January 31	Hijacking—Aerotaxi Airlines	Panama to Colombia
February 4	Possible Triggering Device	United States
February 5	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
February 13/14	Bombing—Jorge Chavez Airport	Peru
February 18	Rocket Attack at Airport	Pakistan
March 1	Destruction of Equipment	Colombia
March 11	Occupation—Turkish Airlines Office	Germany
March 11	Occupation—Turkish Airlines Office	England
March 12	Hijacking—Aerotaxi Airlines	Panama
March 12	Attack—Turkish Airlines Office	Germany
March 13	Bombing—Heathrow Airport	England
March 21	Attack—Turkish Airlines Office	Austria
March 22	Bombing—Turkish Airlines Office	Sweden
March 22	Arson—Turkish Airlines Office	France
March 23	Attack—Turkish Airlines Office	Belgium
March 23	Attack—Turkish Airlines Office	Greece
March 23	Demonstration—Turkish Airlines Office	Germany

Chronology of Significant Acts Against Civil Aviation In 1992 By Date— Continued

March 23	Bombing—Turkish Airlines Offices (Two Incidents)	Germany
March 24	Attack—Turkish Airlines Office	Switzerland
March 25	Bombing—Turkish Airlines Offices (Two Incidents)	Germany
March 25	Bombing—Turkish Airlines Office	Germany
March 27	Shooting at Aircraft	Azerbaijan
March 28	Bombing—Bihar Airport	India
March 30	Interference With Flight Crew	Tunisia
April 1	Hijacking—Ethiopian Airlines	Ethiopia to Yemen
April 2	Vandalism—Turkish Airlines Office	Denmark
April 2	Bombing—Kuwait Airways Office	India
April 3	Occupation—Turkish Airlines Office	Germany
April 5	Bombing—Iran Air Office	England
April 9	General Aviation—Hijacking	United States
April 12	Hijacking—Ethiopian Airlines	Ethiopia to Kenya
April 13	Charter Aircraft—Commandeering	Somalia to Djibouti
April 18	Attempted Arson—Turkish Airlines Office	France
April 25	Commandeering—Aerotaxi Airlines	Panama to Colombia
May 9	Shooting at Aircraft	Armenia
May 13	Plot to Attack Airport	Ethiopia
May 13	General Aviation—Commandeering	Somalia to Kenya
May 16	Hijacking—Aerotaxi	Colombia
May 19	Airport Attack—Silva Airport	Colombia
May 27	Assault at Airport	Canada

Chronology of Significant Acts Against Civil Aviation In 1992 By Date— Continued

May 29	Shooting at Aircraft	Afghanistan
May 29	General Aviation—Hijacking	Colombia
June 4	Destruction of Equipment	Colombia
June 5	Destruction of Equipment	Colombia
June 7	General Aviation—Hijacking	United States
June 7	Hijacking—Aeroflot	Russia
June 9	Bombing—Charter Airline	United States
June 23	Attempted Bombing—Tame Airport	Colombia
July 4	Attempted Bombing—Air Algerie	Algeria
July 7	General Aviation—Arson	Colombia
July 16	Attack—El Al Office	Turkey
July 18	General Aviation—Destruction	United States
July 24	Bombing—Jorge Chavez Airport	Peru
July 24	Attempted Bombing—Tourist Agency	Italy
July 25	Bombing Near Cucuta Airport	Colombia
July 26	Hijacking—General Aviation	France (Corsica)
July 29	Bombing—Turkish Airlines Office	Germany
July 31	Shooting at Airport	United States
August 1	Attempted Bombing—Air France	Italy
August 10	General Aviation—Hijacking	Colombia
August 11	Robbery at Bastia Airport	France (Corsica)
August 13	Hijacking—Lvov Air Transport	Ukraine
August 22	Occupation—Turkish Airlines Office	Germany

Chronology of Significant Acts Against Civil Aviation In 1992 By Date— Continued

August 22	Attack—Turkish Airlines Office	Denmark
August 26	Attempted Bombing—Swissair	Algeria
August 26	Bombing—Air France Office	Algeria
August 26	Airport Bombing	Algeria
August 27	Shooting at Aircraft	Turkey
August 28	Hijacking—Ethiopian Airlines	Ethiopia to Italy
September 2	Commandeering—U.N. Aircraft	Angola
September 4	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
September 4	Hijacking—Vietnam Airlines	Vietnam
September 16	Attempted Bombing—Turkish Airlines Office	Germany
September 18	Bombing—Tocumen Airport	Panama
September 22	Attempted Bombing—Turkish Airlines Office	France
September 23	Attempted Bombings—Air Algerie, Swissair (Two Incidents)	Algeria
September 26	Crash—Helicopter	Angola
September 29	Possible Prevented Hijacking	Pakistan
October 8	Incident at Airport	Madagascar
October 9	Bombing—Luena Airport	Angola
October 11	Attack—Belise Airport	Angola
October 12	Bombing—Turkish Airlines Office	Germany
October 19	Commandeering	Tajikistan to Afghanistan
October 20	General Aviation—Helicopter Destroyed	Colombia
October 25	Attempted Bombing—Davao City Airport	Philippines
October 28	Arson—Yugoslav Airlines Office	Iraq

Chronology of Significant Acts Against Civil Aviation In 1992 By Date— Continued

October 30	Attack—Luanda Airport	Angola
November 6	Bombing—Kotaka Airport	Ghana
November 11	Hoax Device on Aircraft	United States
November 19	<i>Protest and Airport Takeover</i>	Nicaragua
November 23	Robbery of Aircraft	Somalia
November 25	Robbery at Airport	Venezuela
November 25	Shooting at Aircraft	Angola
November 28	Attack—TWA Office	France
December 4	Destruction of Equipment (Six Incidents)	Colombia
December 5	Shooting at Aircraft	Afghanistan
December 7	Attack—Air India Office	Pakistan
December 7	Attack—Air India Office	Bangladesh
December 9	Non-functioning Device at Airport	Japan
December 20	Bombing—Air India Office	England
December 29	Hijacking/Diversion of Aircraft	Cuba to United States

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Appendix E

Chronology of Significant Acts Against Civil Aviation In 1992 By Category

Hijackings		
January 31	Aerotaxi Airlines	Panama to Colombia
February 5	Ethiopian Airlines	Ethiopia to Djibouti
March 12	Aerotaxi Airlines	Panama
April 1	Ethiopian Airlines	Ethiopia to Yemen
April 12	Ethiopian Airlines	Ethiopia to Kenya
May 16	Aerotaca	Colombia
June 7	Aeroflot	Russia
August 13	Lvov Air Transport Enterprises	Ukraine
August 28	Ethiopian Airlines	Ethiopia to Italy
September 4	Ethiopian Airlines	Ethiopia to Djibouti
September 4	Vietnam Airlines	Vietnam
December 29	AeroCaribbean	Cuba to United States
Commandeerings		
January 17	Aeronica	Nicaragua
April 25	Aerotaxi Airlines	Panama to Colombia
September 2	U.N. Aircraft	Angola
October 19	Tajik Civil Aviation	Tajikistan to Afghanistan
Attacks Against In-Flight Aircraft		
January 28	Helicopter	Azerbaijan
March 27	Aeroflot	Azerbaijan

Chronology of Significant Acts Against Civil Aviation In 1992 By Category— Continued

May 9	Passenger Aircraft	Armenia
May 29	Presidential Aircraft	Afghanistan
August 27	Turkish Airlines	Turkey
November 25	Helicopter	Angola
December 5	Ariana Afghan Airlines	Afghanistan
General Aviation/Charter Aircraft		
April 9	General Aviation—Hijacking	United States
April 13	Charter Aircraft—Commandeering	Somalia to Djibouti
May 13	General Aviation—Commandeering	Somalia to Kenya
May 29	General Aviation—Hijacking	Colombia
June 7	General Aviation—Hijacking	United States
July 7	General Aviation—Arson	Colombia
July 18	General Aviation—Destruction of Aircraft	United States
July 26	General Aviation—Hijacking	France (Corsica)
August 10	General Aviation—Hijacking	Colombia
October 20	General Aviation—Helicopter Destroyed	Colombia
Attacks at Airports		
February 13/14	Bombing—Jorge Chavez Airport	Peru
February 18	Rocket Attack—Peshawar Airport	Pakistan
March 13	Bombing—Heathrow Airport	England
March 28	Bombing—Bihar Airport	India
May 19	Attack—Luis Silva Airport	Colombia
June 23	Attempted Bombing—Tame Airport	Colombia

Chronology of Significant Acts Against Civil Aviation In 1992 By Category— Continued

July 24	Bombing—Jorge Chavez Airport	Peru
July 25	Bombing Near Airport—Cucuta Airport	Colombia
August 26	Bombing—Houari Boumedienne Airport	Algeria
September 18	Bombing—Tocumen Airport	Panama
October 9	Bombing—Luena Airport	Angola
October 11	Attack—Belise Airport	Angola
October 25	Attempted Bombing—Davao City Airport	Philippines
October 30	Attack—Luanda Airport	Angola
November 6	Bombing—Kotaka Airport	Ghana

Off-Airport Facility Attacks

January 24	Attack—Air Algerie Office	Germany
March 12	Destruction of Navigation Equipment	Colombia
March 11	Occupation—Turkish Airlines Office	Germany
March 11	Occupation—Turkish Airlines Office	England
March 12	Attack—Turkish Airlines Office	Germany
March 21	Attack—Turkish Airlines Office	Austria
March 22	Bombing—Turkish Airlines Office	Sweden
March 22	Arson—Turkish Airlines Office	France
March 23	Attack—Turkish Airlines Office	Belgium
March 23	Attack—Turkish Airlines Office	Greece
March 23	Demonstration—Turkish Airlines Office	Germany
March 23	Bombing—Turkish Airlines Offices	Germany (Two Incidents)
March 24	Attack—Turkish Airlines Office	Switzerland

Chronology of Significant Acts Against Civil Aviation In 1992 By Category— Continued

March 25	Bombing—Turkish Airlines Offices	Germany (Two Incidents)
March 25	Bombing—Turkish Airlines Offices	Germany
April 2	Vandalism—Turkish Airlines Office	Denmark
April 2	Bombing—Kuwait Airways Office	India
April 3	Occupation—Turkish Airlines Office	Germany
April 5	Bombing—Iran Air Office	England
April 18	Attempted Arson—Turkish Airlines Office	France
June 4	Destruction of Navigation Equipment	Colombia
June 5	Destruction of Navigation Equipment	Colombia
June 9	Bombing—Charter Airline Company Office	United States
July 4	Attempted Bombing—Air Algerie Office	Algeria
July 16	Attack—El Al Office	Turkey
July 24	Attempted Bombing—Tourist Agency	Italy
July 29	Bombing—Turkish Airlines Office	Germany
August 1	Attempted Bombing—Air France Office	Italy
August 22	Occupation—Turkish Airlines Office	Germany
August 22	Attack—Turkish Airlines Office	Denmark
August 26	Attempted Bombing—Swissair Office	Algeria
August 26	Bombing—Air France Office	Algeria
September 16	Attempted Bombing—Turkish Airlines Office	Germany
September 22	Attempted Bombing—Turkish Airlines Office	France
September 23	Attempted Bombings—Air Algerie, Swissair	Algeria (Two Incidents)
October 12	Bombing—Turkish Airlines Office	Germany

Chronology of Significant Acts Against Civil Aviation In 1992 By Category— Continued

October 28	Arson—Yugoslav Airlines Office	Iraq
November 28	Attack—Trans World Airways Office	France
December 4	Destruction of Navigation Equipment	Colombia (Six Incidents)
December 7	Attack—Air India Office	Pakistan
December 7	Attack—Air India Office	Bangladesh
December 20	Bombing—Air India Office	England
Incidents Not Counted⁴		
January 3	Theft of Aircraft	Cuba
February 4	Possible Triggering Device at Airport	United States
March 30	Interference With Flight Crew	Tunisia
May 13	Plot to Attack Airport	Ethiopia
May 27	Assault at Airport	Canada
July 31	Shooting at Airport	United States
August 11	Robbery at Airport	France (Corsica)
September 26	Helicopter Crash	Angola
September 29	Prevented Hijacking	Pakistan
October 8	Incident at Airport	Madagascar
November 11	Hoax Device on Aircraft	United States
November 19	Protest at Airport	Nicaragua
November 23	Robbery of Aircraft	Somalia
November 25	Robbery at Airport	Venezuela
December 9	Device at Airport	Japan

⁴ These incidents are not counted in the statistics for 1992. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these were the only incidents of this type to have occurred.

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Appendix F

Total Incidents, 1988-1992

	1992	1991	1990	1989	1988
Civil Aviation					
Hijackings	12	24	40	15	12
Commandeerings	4	1	2	0	2
Bombings/Shootings/Attempted Bombings	0	1	2	4	5
General/Charter Aviation	10	10	3	5	2
Airport Attacks	15	27	6	7	7
Off-Airport Attacks	50	47	4	3	10
Attacks Against In-Flight Aircraft	7	10	0	2	3
Totals	98	120	57	36	41
Incidents Not Counted	15	13	2	6	6

Incidents By Category

	1992	1991	1990	1989	1988	Totals
Hijackings						
Sub-Saharan Africa	5	3	2	1	1	12
Asia	1	2	4	3	4	14
Europe		2		3		5
Latin America and the Caribbean	4	5	4	2	4	19
Middle East and North Africa		1	2	2	1	6
North America		1	1	1	1	4
Central Eurasia	2	10	27	3	1	43
Commandeerings						
Sub-Saharan Africa	1					1
Europe		1				1
Latin America and the Caribbean	2		1		1	4
North America			1			1
Central Eurasia	1				1	2
General/Charter Aviation						
Sub-Saharan Africa	2		1	1	1	5
Europe	1	2				3
Latin America and the Caribbean	4	6	2	2	1	15
North America	3	2		2		7

Incidents By Category—Continued

	1992	1991	1990	1989	1988	Totals
Bombings/Attempted Bombings/Shootings						
Sub-Saharan Africa				1	1	2
Asia			1			1
Europe					1	1
Latin America and the Caribbean			1	2		3
Middle East and North Africa				1	2	3
Central Eurasia		1			1	2
Attacks at Airports						
Sub-Saharan Africa	4	5		1	2	12
Asia	3	2	2		3	10
Europe	1	7	1	4		13
Latin America and the Caribbean	6	10	3	2	2	23
Middle East and North Africa	1					1
North America		3				3
Off-Airport Facility Attacks						
Sub-Saharan Africa		1				1
Asia	3	2			3	8
Europe	31	28	3	2	4	68
Latin America and the Caribbean	9	6	1		2	18
Middle East and North Africa	6	10		1	1	18
North America	1					1
Attacks Against In-Flight Aircraft						
Sub-Saharan Africa	1	6		1	3	11
Asia	2					2
Europe	1	3				4
Latin America and the Caribbean		1				1
North America				1		1
Central Eurasia	3					3

Incidents By Region

	1992	1991	1990	1989	1988	Totals
Sub-Saharan Africa						
Commandeerings	1					1
Hijackings	5	3	2	1	1	12
Bombings on Aircraft				1	1	2
General/Charter Aviation	2		1	1	1	5

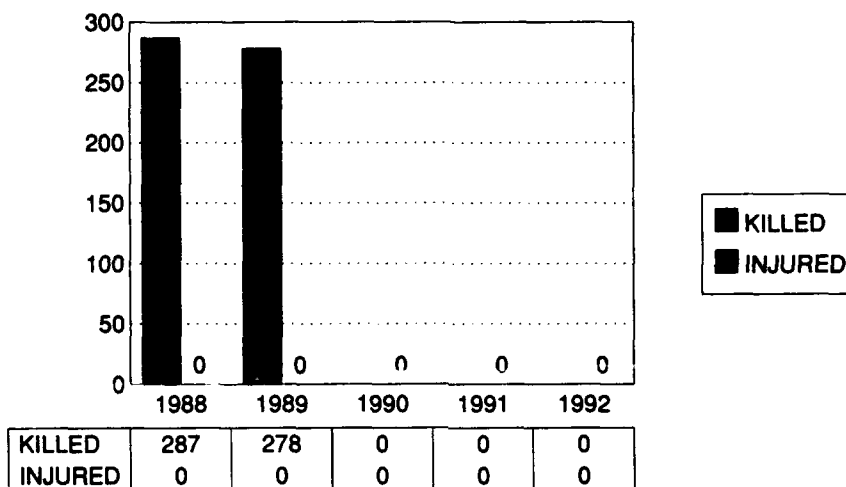
Incidents By Region—Continued

	1992	1991	1990	1989	1988	Totals
Attacks at Airports	4	5	.....	1	2	12
Off-Airport Attacks .....	.....	1	.....	.....	.....	1
Attacks Against In-Flight Aircraft	1	6	.....	1	3	11
Asia						
Hijackings	1	2	4	3	4	14
Bombings .....	.....	.....	1	.....	.....	1
Attacks at Airports	3	2	2	.....	3	10
Off-Airport Attacks	3	2	.....	.....	3	8
Attacks Against In-Flight Aircraft	2	.....	.....	.....	.....	2
Europe						
Hijackings .....	.....	2	.....	3	.....	5
Commandeerings .....	.....	1	.....	.....	.....	1
Bombings .....	.....	.....	.....	.....	1	1
General/Charter Aviation	1	2	.....	.....	.....	3
Attacks at Airports	1	7	1	4	.....	13
Off-Airport Attacks	31	28	3	2	4	68
Attacks Against In-Flight Aircraft	1	3	.....	.....	.....	4
Latin America and the Caribbean						
Hijackings	4	5	4	2	4	19
Commandeerings	2	.....	1	.....	1	4
Bombings .....	.....	.....	1	2	.....	3
General/Charter Aviation	4	6	2	2	1	15
Attacks at Airports	6	10	3	2	2	23
Off-Airport Attacks	9	6	1	.....	2	18
Attacks Against In-Flight Aircraft .....	.....	1	.....	.....	.....	1
Middle East and North Africa						
Hijackings .....	.....	1	2	2	1	6
Bombings .....	.....	.....	.....	1	2	3
Attacks at Airports	1	.....	.....	.....	.....	1
Off-Airport Attacks	6	10	.....	1	1	18
North America						
Hijackings .....	.....	1	1	1	1	4
Commandeerings .....	.....	.....	1	.....	.....	1
General/Charter Aviation	3	2	.....	2	.....	7
Attacks at Airports .....	.....	3	.....	.....	.....	3
Off-Airport Attacks	1	.....	.....	.....	.....	1
Attacks Against In-Flight Aircraft .....	.....	.....	.....	1	.....	1

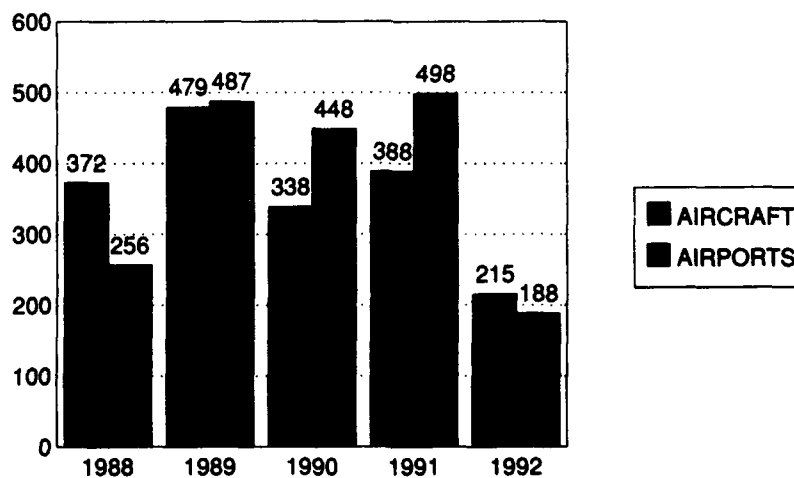
Incidents By Region—Continued

	1992	1991	1990	1989	1988	Totals
Central Eurasia						
Hijackings	2	10	27	3	1	43
Commandeerings	1	.....	.....	.....	1	2
Bombings .....	.....	1	.....	.....	1	2
Attacks Against In-Flight Aircraft	3	.....	.....	.....	.....	3

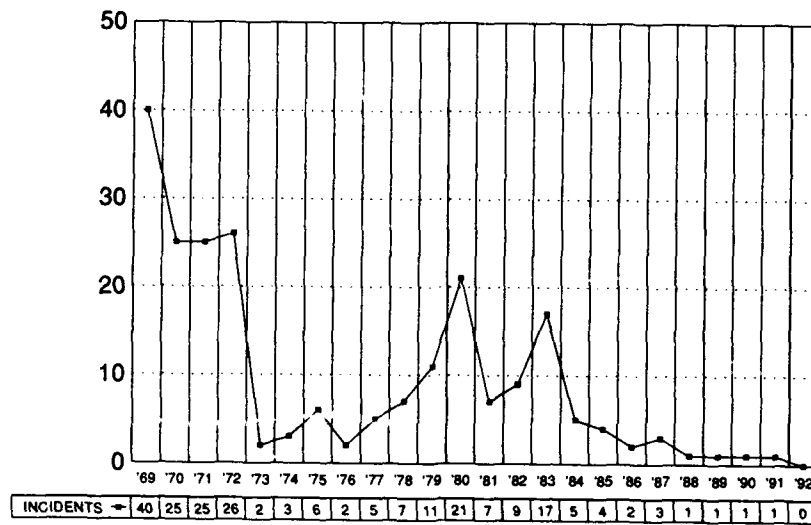
CASUALTIES CAUSED BY EXPLOSIONS ABOARD AIR CARRIER AIRCRAFT 1988 - 1992



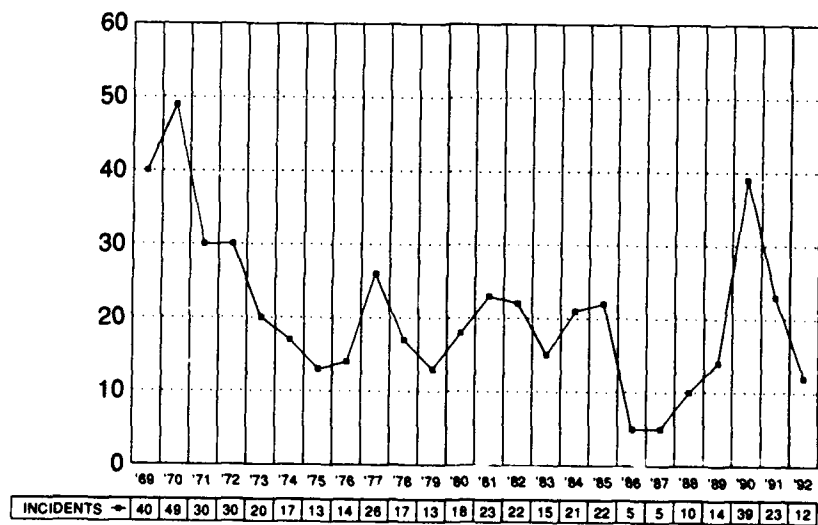
BOMB THREATS AGAINST U.S. AIRCRAFT AND AIRPORTS 1988 - 1992



U.S. AIR CARRIER HIJACKINGS 1969 - 1992



FOREIGN-REGISTERED AIR CARRIER HIJACKINGS 1969 - 1992



Glossary of Abbreviations/Acronyms

BP	British Petroleum
CNGSB	Simon Bolivar National Guerrilla Coordinating Board
ELN	National Liberation Army
ETA	Basque Fatherland and Liberty
FARC	Revolutionary Armed Forces of Colombia
FIS	Islamic Salvation Front
FLNC	Corsican National Liberation Front
FLEC	Front for the Liberation of the Enclave of Cabinda
IED	Improvised Explosive Device
ICRC	International Committee of the Red Cross
MPLA	Popular Movement for the Liberation of Angola
NIF	National Islamic Front
PKK	Kurdish Workers' Party
SL	Shining Path
TU-154	Tupolev-154 (aircraft)
UAL	United Airlines
UN	United Nations
UNITA	National Union for the Total Liberation of Angola
VOR/DME	VHF omnidirectional range/distance measuring equipment
YAK-40	Yakovlev-40 (aircraft)